

H. P. TAYLOR
Solicitor.
Lighters and Steam Launches
Supplied.
ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

報新 ESTABLISHED 1881. 電港

THE UNITED ASBESTOS
ORIENTAL AGENCY.
Sole Agents for the
UNITED ASBESTOS CO.
LIMITED, LONDON.
DODWELL & CO., LIMITED,
General Managers.

NEW SERIES No. 3046. 日一廿月四年八十二光緒

WEDNESDAY, MAY 28, 1902.

三拜禮

號八十月五年英港香

THIRTY DOLLARS
PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 8,710,000

Head Office—YOKOHAMA.

Branches and Agencies:
KOBÉ.
NAGASAKI.
LYONS.
SAN FRANCISCO.
BOMBAY.
TIENTSIN.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
THE UNION BANK OF LONDON, LD.
HONGKONG BRANCH—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

TARO HODSUMI,
Manager.
Hongkong, 27th March, 1902. [10]

HONGKONG AND SHANGHAI
BANKING CORPORATION.
PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$14,250,000
Sterling Reserve \$10,000,000
Silver Reserve \$4,250,000
RESERVE LIABILITY OF PROP'RS. \$10,000,000

COURT OF DIRECTORS:
R. SHEWAN, Esq., Chairman.
A. HAUT, Esq., Deputy Chairman.
C. W. DICKSON, Esq., H. SCHUBART, Esq.
E. GOETZ, Esq., N. A. SIEBS, Esq.
G. H. MEDHURST, Esq., H. W. SLADE, Esq.
D. M. MOSES, Esq., H. E. TOMKINS, Esq.
A. J. RAYMOND, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH, Esq.
Shanghai—H. M. BEVIS, Esq.
LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months, 2½ per cent. per Annum.
For 6 months, 3½ per cent. per Annum.
For 12 months, 4½ per cent. per Annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 22nd May, 1902. [13]

HONGKONG SAVINGS BANK.
THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.
INTEREST on deposits is allowed at 3½ PER
CENT. per annum.
Depositors may transfer at their option
balances of \$500 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.
For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 1st May, 1902. [14]

THE NATIONAL BANK OF CHINA,
LIMITED.
Authorised Capital £1,000,000
Paid up Capital £324,374
HEAD OFFICE—HONGKONG.
Board of Directors:
Chan Kik Shan, Esq., C. EVANS, Esq.
Chow Tung Shang, Esq., J. JULIUS FOCKE, Esq.
Chief Manager:
GEO. W. F. PLAYFAIR.
Interest for 12 months Fixed 5%
Hongkong, 3rd May, 1902. [15]

THE DEUTSCH ASIATISCHE BANK.
PAID-UP CAPITAL Sh. Tael 5,000,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.
BRANCHES:
Berlin. Hankow.
Tientsin. Tsingtau (Kiautschou).
LONDON BANKERS:
Messrs. N. M. ROTHCHILD & SONS,
UNION BANK OF LONDON, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENT
DIRECTION DER DISCONTO GESELLSCHAFT.
INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.
H. SCHOTTLAENDER,
Manager.
Hongkong, 15th April, 1902. [16]

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

GUARANTY TRUST COMPANY OF NEW YORK.

(AMERICAN BANK).

ESTABLISHED 1864.
PAID UP CAPITAL \$2,000,000
SURPLUS AND UNDIVIDED PROFITS \$4,738,600
TOTAL \$6,738,600

Head Office: NEW YORK.
Directors:
Samuel D. Babcock. Adrian Iselin Jr.
George F. Baker. James N. Jarvie.
August Belmont. Augustus D. Juilliard.
George S. Bowdoin. Richard A. McCurdy.
Frederic Cromwell. Levi P. Morton.
Walter K. Gillette. Walter G. Oakman.
E. H. Harriman. Alexander E. Orr.
O. G. Haven. Henry H. Rogers.
R. Somers Haynes. H. McK. Twombly.
Charles R. Henderson. F. W. Vanderbilt.
Harry Payne Whitney.

Walter G. Oakman, President.
Adrian Iselin Jr., 2nd Vice President.
Henry A. Murray, 3rd Vice President.
Wm. C. Edwards, Treasurer.
F. C. Harriman, Assistant Treasurer.
London Committee:
Arthur John Fraser, (Chairman).
Donald C. Haldeman.
Honorable Levi P. Morton.
LONDON OFFICE:
13 and 35, Lombard Street, E.C.
F. C. Bishop, Manager, Eastern Department.
London Bankers:
PARR'S BANK, LIMITED.
Hongkong Office:
4, DES VŒUX ROAD.
General Banking and Exchange business
transacted.
INTEREST ALLOWED.
On Current Accounts at 2½ per annum.
On Fixed Deposits:
For 3 months 2½ per annum.
" 6 " 3½ " "
" 12 " 4½ " "
N. G. EVANS,
Acting Manager.
Hongkong, 10th April, 1902. [128d]

IMPERIAL BANK OF CHINA.
ESTABLISHED BY IMPERIAL DECRET
OF THE 19TH NOVEMBER, 1900.
Shanghai Tael.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000
Head Office—SHANGHAI.
Branches and Agencies:
CANTON. PEKING.
CHIFON. PENANG.
CHUNKING. SINGAPORE.
HANKOW. TIENTSIN.

THE Bank purchases and receives for collection
Bills of Exchange drawn on the above
places, and Sells Drafts and Telegraphic Trans-
fers. Payable at its Branches and Agencies.
HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.
INTEREST ALLOWED ON DEPOSITS.
3½ per Annum Fixed Deposits for 3 months.
4½ " " " 6 " "
5½ " " " 12 " "
E. W. RUTTER,
Manager.
Hongkong, 1st January, 1901. [12]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.
INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.
CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHARE-
HOLDERS £800,000
RESERVE FUND £650,000
INTEREST ALLOWED ON CURRENT
ACCOUNT at the Rate of 2 per cent. per
annum on the Daily Balances.
On Fixed Deposits for 12 months... 4 per cent.
" 6 " " 3½ " "
" 3 " " 3 " "
T. H. WHITEHEAD,
Manager.
Hongkong, 17th May, 1902. [11]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

(101)

FOR STEAMERS CAPTAINS TO SAIL REMARKS
SINGAPORE & BOMBAY Tientsin W. W. Cooke, R.N.R., Noon, 29th May ... Freight only.
MSEILLES and LONDON Socotra G. W. Babot, R.N.R., Noon, 30th May ... Freight only.
YOKOHAMA Shanghai E. Spicer About 31st May ... Freight or Passage.
SHANGHAI Parramatta R. T. L. Cook, R.N.R., About 6th June ... Freight or Passage.
LONDON, &c. Sumatra G. H. C. Weston, R.N.R., Noon, 7th June ... Freight or Passage.
(See Special Advertisement).
Via SHANGHAI, MOJI and KOBE. (Passing through the Inland Sea).
(Calling at PENANG and COLOMBO if sufficient inducement offers).
For Further Particulars, apply to
E. A. HEWETT, Superintendent.
Hongkong, 28th May, 1902. [14]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.
STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS;
Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers
and Luggage.
N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES.
PREUSSEN THURSDAY, 12th June.
HAMBURG THURSDAY, 26th June.
PRINZ HEINRICH THURSDAY, 10th July.
SACHSEN THURSDAY, 24th July.
KLAUSCHOU THURSDAY, 7th August.
BAYERN THURSDAY, 21st August.
KONIG ALBERT THURSDAY, 4th September.
PRINZESS IRENE THURSDAY, 18th September.
DARMSTADT WEDNESDAY, 3rd October.
PREUSSEN WEDNESDAY, 17th October.
HAMBURG WEDNESDAY, 31st October.
KARLSRUHE WEDNESDAY, 14th November.
Steamers of the Hamburg-Amerika Linie.

ON THURSDAY, the 12th day of June, 1902, at NOON, the Steamship "PREUSSEN,"
of the NORDEUTSCHER LLOYD, Captain E. Prehn, with MAILS, PASSEN-
GERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and
GENOA.
Shipping Orders will be granted till NOON, on TUESDAY, the 10th June, Cargo and
Specie will be received on Board until 5 P.M., on WEDNESDAY, the 11th June, and Parcels
will be received at the Agency's Office until NOON, on WEDNESDAY, the 11th June.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50
and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.
Linen can be washed on board.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO.,
AGENTS.
Hongkong, 28th May, 1902. [6]

Intimations.

LANE, CRAWFORD & CO. SHIPCHANDLERS AND SAILMAKERS.

DECK and ENGINE STORES of every description, of the best quality and at most
reasonable rates.
Hubbuck's Paints and Oils, Hubbuck's Turpentine.
Sir Chas. Price's Compound Engine Oil.
Crane's Cylinder Oil.
"Glenfield" Boiler Fluid. "Zynkara" Boiler Fluid.
American "Valvoline".
Soapstone for Topsides, &c., &c., Boot-topping in two shades.
Baxters All long flax Canvas (the best in the market).
Gourock All long flax Canvas and Grass Bleached Canvas.
Woodberry Canvas and Duck.
Ships Upholstery a speciality, attended to by experienced European Assistants. Any
kind of work undertaken at the shortest notice.

LANE, CRAWFORD & CO., Queen's Road and Praya Central.
Hongkong, 3rd February, 1902. [732c]

COIR ROPES AND HAWSERS

of best quality, in all sizes, always in Stock at moderate prices.
Apply to
DODWELL & Co., LIMITED.
Hongkong, 5th March, 1902. [271c]

Johnson's Digestive Tablets.

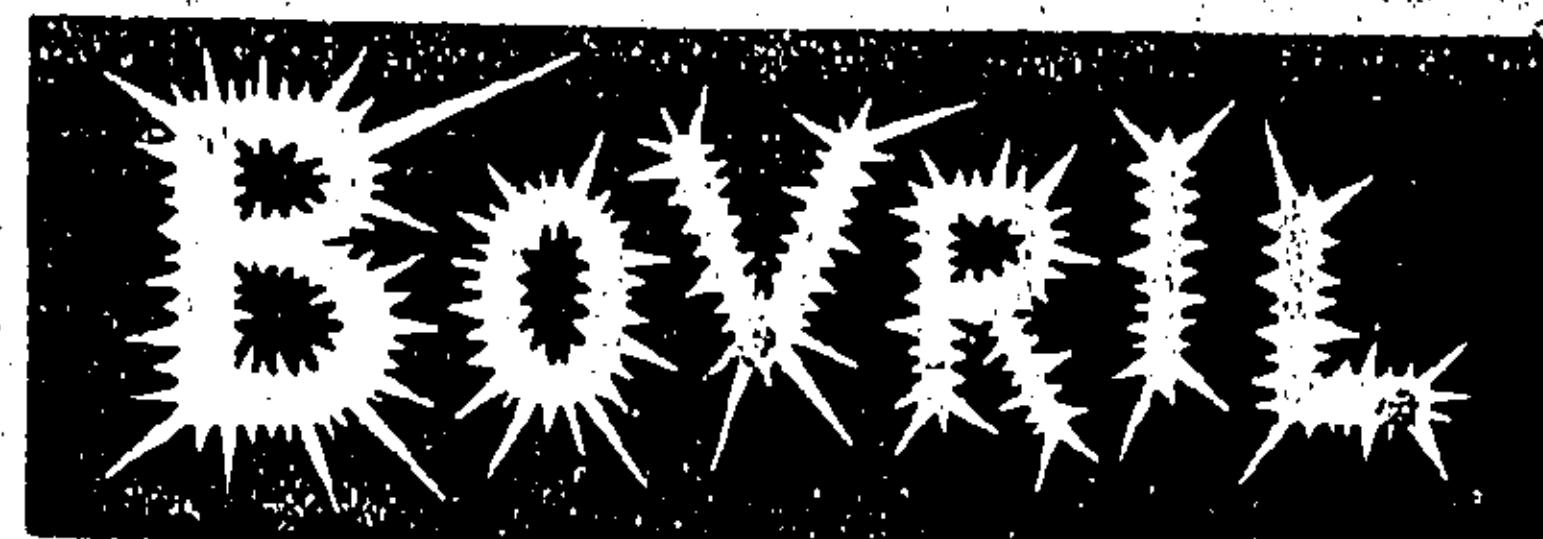
THE GREAT REMEDY FOR
Indigestion, Dyspepsia, Flatulency and
Acidity of the Stomach.
VICTORIA DISPENSARY,
Late Tait's, Crutcher & Co., Ltd.
[16] [368d]

Intimations.

BOVRIL DEFIES DISEASE.

The fact that over 500 British hospitals and kindred public institutions use and prescribe
Bovril is sufficient in itself to prove that it fortifies the system against disease. As rats infect
a dirty, unhealthy tenement, so disease will install itself in a deranged system and take a hold.
Bovril shakes the grip when disease is there by making clean, healthy blood; the attack
weakens, the microbes die, and Bovril is triumphant. But do not use Bovril only to expel;
rather prepare your system against the attack of disease by using it to invigorate, and create
clean and wholesome blood and organs. The result will please you.

BOVRIL is an energising and sustaining beverage, which by its merits has become a
household word from one end of the world to the other. Just as the electric light has sur-
passed the rushlight of our grandmothers, so Bovril has surpassed the meat extracts and beef
teas of a quarter of a century ago. It is the culmination of scientific achievement in the
production of a strengthening, nourishing and vitalising food beverage. In health, Bovril is a
shield against the effects of a muggy, humid climate; in weakness, a substitute for regular
meals; and in sickness, the right hand of the doctor and nurse in their efforts to provide the
patient with true nourishing food, readily taken, palatable, and digestible.



UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS CO., LD., LONDON,
CONTRACTORS TO H.M. GOVERNMENT.
MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS AND PACKINGS, of all kinds.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.
"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.
ESTIMATES given for every DESCRIPTION of WORK.
CHIEF SUPERINTENDENT.....THOMAS SKINNER.
SUPERINTENDENT.....ARCHIBALD RITCHIE.
DODWELL & CO., LIMITED, General Managers.

JAPAN COALS. THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE—43, SAKAMOTO-CHO, TOKYO.
LONDON BRANCH—34, LIME STREET, E.C.
HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,
Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chamulpo, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Maizuru, Kure, Shimonoseki, Moji, Wakamatsu,
Karatsu, Nagasaki, Kuchinotsu, Sasabe, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).
CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and
Freight Steamers.
SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Hokoku, Hondo, Ichimura, Kanada, Kishina, Mameda, Mannoura,
Onoura, Otsuji, Sasahara, Tohmiyama, Tsubakuro, Yoshinotani, Yoshio, Yuzukibara and other
Coals.
N. INUZUKA, Manager, Hongkong.

H. PRICE & CO., 12, Queen's Road, TELEPHONE No. 135.

are SOLELY
Wine, Spirit and Bottled
Beer Merchants.

They only supply genuine liquors of unquestionable
purity at popular prices.

Hongkong, 27th March, 1902. [952c]

Ginger Beer, IN STONE BOTTLES.

The best on the market.

CALDBECK, MACGREGOR & Co.,
WINE AND SPIRIT MERCHANTS,
15, Queen's Road.
Hongkong, 26th May, 1902.

Intimations.



Throughout the Manufacture of this justly celebrated brand of Table Waters all ingredients used are guaranteed of purest quality. The machinery used is the most modern type and we have gone to great expense to erect our plant on latest scientific principles which has such a great advantage over the old process of manual labour still in vogue through the Colony, thereby further ensuring the purity of our products.

The Manufacture is under the personal supervision of a QUALIFIED ENGLISH CHEMIST, who has devoted years to bring this branch of the trade to perfection.

The Water used is analysed daily to ensure of its absolute purity, and when we say that our method of manufacture has been approved by Sanitary and Medical Authorities, it is in itself a sufficient guarantee.

WATKINS, LIMITED.

66, QUEEN'S ROAD CENTRAL.
Hongkong, 3rd May, 1902. [74c]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

\$5.50 per Cask of 375 lbs. Net ex Factory.
\$3.50 per Bag of 250 lbs.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 15th March, 1902. [10]

ST. JOSEPH'S COLLEGE, HONGKONG.

OWING to the insufficiency of accommodation in the present building and the increasing demand for admission, it has been found necessary to extend the wings of the main building and to enlarge the Chinese dormitory building. Expenses we appeal to the liberality of all friends of Education. The establishment has been in existence for the last 25 years and is open to all classes. Much of the clerical work of the city is carried on by its past pupils. As this is the first time we have applied for assistance we expect a generous response. The names of our most liberal Benefactors will be inscribed upon marble tablets, as a lasting testimony of their generosity.
THE CHRISTIAN BROTHERS.
Hongkong, 22nd November, 1901.

Today's Advertisements.

CITY HALL.

THE MUSEUM AND LIBRARY will be CLOSED for REPAIRS from the 29th instant, until further Notice.
H. HURSTHOUSE,
Acting Secretary.
Hongkong, 28th May, 1902. [59d]

PUBLIC AUCTION.

THE Undersigned have received instructions from Dr. HARTIGAN, to Sell by PUBLIC AUCTION, within his Residence "Scatteen" McDonnell Road,
on

THURSDAY, the 5th June, 1902,
at 2 P.M.

THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE.

Comprising:—
TAPESTRY COVERED DRAWING ROOM SUITE, CHIPPENDALE CHAIRS, MARBLE TOP TABLES, WHATNOTS, TEAKWOOD DRESSING TABLES and WARDROBES with GLASS, OVERMANTLES, CARPETS, INDIAN RUGS, MARBLE TOP WASHSTANDS, CROCKERY and GLASS WARE, ENGRAVINGS, DOUBLE and SINGLE IRON BED-STEADS with WIRE and HAIR MATTRESSES, &c., &c.

One COTTAGE PIANO, by JOHN BROADWOOD & SONS, London.

Two BICYCLES, One SHANGHAI RICK-SHA and a great quantity of PLANTS in POTS.

TERMS:—As Usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 28th May, 1902. [59d]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW:

THE Company's Steamship

"THALES,"

Captain Robson, will be despatched for the above Port, on SATURDAY, the 31st instant, at 10 A.M.

For Freight or Passage, apply to DOUGLAS LARPAIR & Co., General Managers.

Hongkong, 28th May, 1902. [59d]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"ZAFIRO,"

Captain A. Ramsay, will be despatched for the above Port, on WEDNESDAY, the 4th June, at 4 P.M.

Highest Class Passenger Steamers, High Powered, Newest and Most up to date on the run. All Accommodation Ample. Electric Light and all other Modern Improvements. A Surgeon is carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 28th May, 1902. [59d]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"MERIONETHSHIRE,"

Captain Birch, will be despatched for the above Port, on about the 20th June.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

"Shire" Line.

Hongkong, 28th May, 1902. [578d]

Intimation.



A. S. WATSON AND CO., LTD.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S

CELEBRATED

E

BLEND

VERY

OLD LIQUEUR

SCOTCH - - - WHISKY.

Our Celebrated 'E' LIQUEUR SCOTCH

WHISKY is a Blend of the Finest WHISKIES distilled in SCOTLAND Specially

selected. It is of great age. Very fine and

mellow.

Its superior quality has established its

reputation as THE LEADING SCOTCH

WHISKY IN THE EAST.

PER DOZEN \$15.

A. S. WATSON & Co.,

LIMITED,

The Hongkong Dispensary.

NOTICES TO CORRESPONDENTS.

[It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Managing Editor," and not to the Editors. Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff. Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith. Whilst the columns of the Hongkong Telegraph will always be open for the fair discussion of all questions affecting the public interest, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.]

DEATH.

At his Residence, No. 48, Hollywood Road, this morning, Mr. F. MAHOMED, aged 60 years. [59d]

The Hongkong Telegraph

HONGKONG, WEDNESDAY, MAY 28, 1902.

REUTER'S TELEGRAMS.

THE LATE LORD PAUNCEFOTE.

LONDON, May 26th.

The late Lord Pauncefote, British Ambassador to the United States, will be accorded a State funeral, the foreign Ambassadors, the Hon. John Hay, United States Secretary of State, with the Presidents of the Senate and House of Representatives acting as pall bearers. The body of the deceased statesman will afterwards be conveyed to England.

BRITISH SUBMARINES.

Experiments conducted at Barrow in the presence of the Lords of the Admiralty, who descended for the first time in a submarine, have demonstrated the practicability of submarines, and the necessity of a more powerful secondary armament on warships, also capped projectiles.

LATER.

PEACE PROSPECTS.

A Cabinet council is summoned for tomorrow (Tuesday).

The Budget Finance Bill has been deferred, and it is reported in the lobbies of the House of Commons that the Corn-tax will be abandoned, and the extra penny on the Income tax dropped. This, it is believed, is in view of early peace in South Africa.

Reuter understands that the Boer leaders are still at Pretoria conferring with the British.

LOCAL AND GENERAL.

THE HON. F. J. BADELEY has just been appointed Captain Superintendent of Police.

THE CHOLERA.—The return for Hongkong, during the 24 hours ended at noon to-day, shows five cases.

A MINE EXPLOSION occurred at Coal Creek, Tennessee, in which one hundred and fifty persons lost their lives.

THE GERMAN MAIL s.s. *Prinz Regent* *Luitpold* leaves for England, via ports of call, at nine o'clock to-morrow morning.

CLOUDBURSTS have occurred in the neighbourhood of Cincinnati. The property losses are immense. Six persons have been killed and many injured.

ANOTHER ROOF COLLAPSE.—In our paper last evening we reported the fall of a roof at Yau-ma-ti, and to-day we learn that a collapse has occurred in an old house at Mong-kok-tsi, belonging to Mrs. J. M. Alves. No one was injured.

POST AND TELEGRAPH IMPROVEMENTS.—It is expected that in the course of this year, says the *Nagasaki Press*, a number of new Post and Telegraph offices of the third class will be established in the districts of which the Nagasaki office is the headquarters.

THE BRITISH DESPATCH BOAT *Alacrity* arrived at Yokohama on the 8th inst. On the following morning, H.M.S. *Glory*, *Goliath*, *Ocean*, *Blenheim*, and *Albion*, entered that harbour from Hongkong. These vessels, with the *Edymion*, will stay for some time to come.

NEW DRY DOCK AT KOBE.—The Kawasaki Shipbuilding Company's new dry dock at Kobe, work on which commenced five and a half years ago, is now almost complete, and will be ready to receive vessels early next month. The cost of the dock is estimated at Yen 1,500,000.

LOOK TO DOORS AND WINDOWS, for thieves are busy in the Colony. About ten o'clock yesterday morning a member of the light fingered fraternity entered Mr. A. Ritchie's house, at 40, Morrison Hill Road, and got away with a \$50 watch. The matter was reported to the police and enquiries are now being made.

CUSTOMS RECEIPTS.—The following table gives the Customs receipts in various ports during 1901:—

	Yen.
Yokohama	7,037,572
Kobe	5,405,909
Osaka	341,801
Nagasaki	1,035,680
Hakodate	224,234
Niigata	90,848

THE ASSAULT ON A JAPANESE WOMAN.—F. de Cruz, who, it will be remembered, was sentenced last week to two women, was this morning brought in Court, and applied to Mr. Kenny to have his case re-heard on the ground that he was convicted and sentenced without having time to prepare his defense and call his witnesses. The Magistrate, in refusing the application, stated that Cruz accepted the service of a summons and made no objection at the time.

THE STEAM LAUNCH *CHANTEK*, the second of two vessels built by Messrs. W. S. Bailey & Co. for the British North Borneo Chartered Co. left for Sandakan yesterday under her own steam, in charge of Capt. Groves; Mr. Alex. Johnson, under whose inspection the vessels have been built, being also on board. The *Chantek* is 65 feet in length by 12' 6" beam by 6' 0" in depth, and draws but 2' 9" of water. On her trial she attained a speed of 9 1/2 knots. Both launches were turned out by the builders in the short period of three and a half months.

GAMBLING AND ASSAULTING THE POLICE.—Three Chinamen were this morning charged with gambling in a Theatre and assaulting P. C. 106. Complainant stated that he was told there were to men gambling inside the Ko Shing Theatre. He went there to arrest them, and one of the defendant then blew out the light, and two others pushed him downstairs. He arrested them, and the remainder took to their heels. For gambling, each was fined \$3 or 10 days, and for assault 1st and 2nd defendants had to pay \$2 or 7 days and the 4th, \$4 or 10 days.

STEALING A JUDGE'S LINEN.—A pun- kah coolie residing at the Peak was this morning charged with stealing a table-cloth and napkin the property of Mr. T. Sercombe Smith, the Puisne Judge, on the 24th inst. The house boy deposed that on Saturday evening there was a dinner party in his master's house, and he changed the table linen and put the soiled ones in the bathroom. The next morning he missed it. He suspected the defendant of having stolen it and went, together with his master, to the defendant's quarters and there found the articles locked in a basket. Sentenced to 6 weeks hard labour.

ALLEGED OBSTRUCTION.—Lieut. Commander Hardy, of H.M.S. *Hart*, charged a coolie, before Mr. Kemp, this morning, for causing an obstruction in Queen's Road East. It appears that yesterday afternoon the complainant was driving in Queen's Road and the defendant, who was carrying a pole with 2 baskets near the Station Hospital, refused to move when requested. He kept crossing from left to right and one the baskets got caught on the shaft of his trap causing the horse to bolt, a serious accident very nearly resulting. P. C. 512 also gave evidence as to arresting the defendant and taking him to No. 2 Police Station and charging him. The case was dismissed.

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JAPAN AND THE PARCEL POST.

A telegram from Tokyo tells of a highly important meeting of the Privy Council at which the advisability of Japan joining the International Parcel Post system was discussed and approved. The result of the meeting was reported to the Emperor at once, and his Majesty's sanction was requested to the decision of the Council.

NAGASAKI HARBOUR IMPROVEMENT.—In connection with the proposed change in the designs for the Nagasaki Harbour Improvement Scheme, it is reported that the Municipal Authorities have now framed a supplementary budget for the appropriation of Yen 2,500,000 in addition to that of Yen 3,100,000 originally to be appropriated for the undertaking.

SLACKNESS IN THE COAL TRADE.—To remedy the existing difficulties met by the collieries in the Chikuhō districts, through slackness in the export trade in coal, says the *Nagasaki Press*, about thirty-two owners of these mines met in conference at Shimonoeki on the 8th inst., when they are reported to have passed a resolution that the output from their mines should be reduced and the rate of wages granted to miners should be lowered, so long as the present state of affairs continues.

GERMAN GUNBOATS NEEDED.—The *Tokyo Herald* learns that Admiral Geisler, Commander-in-Chief of the German Asiatic Squadron, has dwelt, in his recent communication to the Home Government, on the necessity of commissioning a number of shallow draught gunboats, now being built at home, for various Chinese rivers, to fully guard German interests in the interior of China. The Chinese rivers referred to in the Admiral's report are the Yangtze, the Peiho, the Sihkiang, the San-sha, and two others.

THE VOLUNTEER CONTINGENT.—The C.P.R.S. *Empress of Japan* arrived at Nagasaki on the 19th inst., with a full complement of passengers, and left again at five in the afternoon, says the local journal. She brought with her the Hongkong contingent for the Coronation of King Edward VII.—about 80 in all, made up from various forces—and a number of other passengers well known in the East. Sir Thomas Jackson and Miss Jackson were on board, on their way home, and many others who were warmly welcomed by their friends in Nagasaki.

HONGKONG WATER SUPPLY.—Matters have reached a very unpleasant pitch in Hongkong in regard to the supply of water, according to the statement of a passenger who recently arrived at Nagasaki by the N. Y. K. S. *Kobe Maru*. The lack of water falls with peculiar severity on the lower classes, and every day parties of them are to be seen on the hills around the town, locally on the look-out for chance springs or rivulets. The price of a bucketful of water is now 50 cents. [Fifty cents a little bit of water.] It was never higher than 30 cents.]

STAMP COLLECTORS TAKE NOTE.—The twenty-fifth anniversary of the joining by Japan of the International Postal service occurs on June 20th next, and the Department of Communications mean to celebrate the day. Among other things six varieties of picture post cards will be issued by the Government, and a special date-stamp will be impressed on all postal matters from the 18th to the 20th June. An exhibition will be held at the Department of Communications of things historical and otherwise interesting in connection with the service.—*Nagasaki Press*.

QUARANTINE TROUBLE AT PORT ARTHUR.—There is no contagious disease in Kobe at present, says the *Nagasaki Press*, but it appears that the Russian Authorities have declared that port to be infected, nevertheless. The Japanese steamer *Hokuryu-maru*, which left Kobe on the 5th inst., with general cargo, arrived at Port Arthur on the 9th inst., when she was ordered to be detained in quarantine for seven days, the reason given being that she had arrived from an infected Japanese port. This was wired by the captain of the *Hokuryu-maru* to her agent at Kobe, and we now understand that the Japanese Government has communicated with St. Petersburg on the subject.

THE YUKO-MARU FOUNDERED.—According to the *Osaka Mainichi*, the *Osaka Siosen Kaisha* has received a telegram that the company's chartered steamer *Yuko-maru* (1,378 tons gross) foundered in the vicinity of the Haitan Islands, China, on the 9th inst., while on a voyage from Foochow to San-sha Inlet, and that seven sailors and firemen, and a number of Chinese passengers are missing. The *Yuko-maru* was purchased in 1900 for Yen 130,000 by the Settsu Kogyo Steamship Company, and from the *Osaka Siosen Kaisha* chartered her for six months from February last. It is reported that the foundered vessel was insured with the Japan Marine Insurance Company for Yen 600,000.

THE CHINA SQUADRON AND THE CORONATION.—It is stated in some Japanese papers that Vice-Admiral Bridges' flagship *Glory*, Rear-Admiral Grenfell's flagship *Albion*, the battleships *Ocean* and *Goliath*, the cruisers *Blenheim* and *Edymion*, and the despatch boat *Alacrity*, will remain at Yokohama until after the day appointed for the Coronation ceremonies of King Edward VII. The *Nagasaki Press* understands, however, on the authority of a Tokyo despatch, that these British warships will visit Nagasaki at the end of this month, being expected to leave the anchorage port about the 21st for Weihaiwei, by way of Kobe and Nagasaki. It seems that the British Squadron in these waters is to celebrate the Coronation both at Hongkong and Weihaiwei, adds the journal.

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JAPANESE SHIP AFIRE.

A Japanese sailing ship, the *Suminara*, of 90 tons capacity, laden with cotton fabrics, has been completely destroyed by fire in the neighbourhood of Woosung. The cargo of the ship is said to have been insured for Yen 3,000.

THE MARTINIQUE DISASTER.—A telegram from the Associated Press dated 21st inst., says:—The immediate wants of the unfortunate people at St. Pierre and St. Vincent have been supplied, and the authorities have the situation well in hand. Relief ample. Both volcanoes continue partially active.

TEXAS TORNADO SWEPT.—Goliad, Texas, has been swept by a tornado, as a result of which ninety persons were killed and one hundred injured. The town is completely wrecked, and property losses are immense. Austin and San Antonio also sustained heavy damages, but no fatalities have been reported.

FOREIGN TRADE IN MANCHURIA.—It is reported from Peking that the Chinese Government has decided to open Mukden, Harbin, and several other Manchurian towns to foreign trade, and has accordingly instructed its Minister of Commerce to arrange with the Foreign Ministers the rates of duty to be imposed on foreign goods brought into those towns.

INEFFICIENCY OF BRITISH OFFICERS.—A *Times Mercury* special of the 23rd inst., says:—The *Daily Mail*, writing on the report of the committee on the education in professional instruction given to military officers, which report is expected to be issued shortly, says that it will contain startling revelations of the inefficiency of British military officers of the present day.

M. LOUBET AT ST. PETERSBURG.—There has been a grand gala dinner at Carakoselo. The Czar proposed a toast to the greatness and prosperity of the beautiful country, friendly and allied. M. Loubet asserted that the hearts of Russians and French beat in unison. He proposed a toast to the greatness and to the prosperity of Russia, the sincere friend and faithful ally of France.

THE STATES ARMY.—President Roosevelt, in making a speech before the Presbyterian General Assembly, said that the army had been attacked by certain portions of the people, but that when work has to be done in peace or war the army is always ready and able to do it, and when men of action, of courage, capacity, and integrity are needed for any purpose immediately, as in such case as the *Martiniere* disaster, the country instinctively turns to the Army or the Navy to do the work.

ENGLISH, THE LANGUAGE.—The Civil Commission has declared English to be the official language of the Court of Customs Appeals in the Philippines. This will prove of great convenience to American merchants in Manila, says the local *Times*. In view of the fact that the court sits only in Manila, and that the great majority of appeals come from American dealers, it was considered the part of wisdom to adopt English in preference to Spanish as the language of the court.

THE CUBAN REPUBLIC was inaugurated at Havana with impressive ceremonies, says an Associated Press cable of the 21st inst. Great enthusiasm was manifested by the people. General Wood personally lowered the American flag and hoisted the Cuban flag, assisted by General Gomez. All the foreign warships saluted after the formal transfer of the government. General Wood and the American troops embarked on transports for the United States. Secretary Hay formally notified the powers of the inauguration of the new republic.

CONDITIONS IN CAVITE.—Captain Baker, Assistant Chief of Constabulary, who has just returned from an extended tour of inspection in Cavite province, reports that the ladrones are unquestionably discouraged and for the first time in many years (this province has the prospect of being free from the depredations of these outlaws). The former bands of one hundred or more no longer exist. With the exception of one band of seventeen or eighteen under the leadership of Felizardo and two others of about ten each under Montalan and Mendoza, there are no organizations of ladrones now existing in the province. Cavite for many years during the Spanish regime was known as the hotbed of outlawry and ladronism, and the constabulary have performed an exceedingly valuable service in the recent active measures which have resulted in its practical extinction.

GERMANY CAUSING ANXIETY.—According to a *Times Mercury* special of the 23rd inst., the London *Times*, in a communication from its correspondent in Vienna, publishes a letter (contained in the Vienna despatch) from a person, having exceptionally good facilities for obtaining reliable information, that the action of the Germans connected with the great Atlantic shipping combine has caused grave apprehensions in England. The exploiting of apprehensions in Great Britain by the Germans is stated in the letter to have but one aim, the sowing of the seeds of jealousy and distrust between Great Britain and the United States. This is being accomplished by representations on the part of the Germans that the United States is bent on the ruin of British shipping. The letter adds, as an excellent reason for the statements, that it is believed that certain exiled personages in Germany are using their influence and power in the same direction, viz. the ruin of British shipping. The *Times* in a leading article on the subject states that it has also received similar information from the above mentioned sources. Information of both public and private nature confirms the truth of the statements of the German.

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AN ELECTRIC RAILWAY FOR NAGASAKI.—A great many of the most prominent Japanese are in favour of the starting of an Electric Railway in the town.

LARCENY AND BANISHMENT.—Wong Tsui, apprentice fitter, was charged this morning with stealing \$42 from a carpenter. He got one month, and for disobeying an order of banishment an extra year's hard labour.

DEATH OF LORD PAUNCEFOTE

REFERENCE IN THE SUPREME COURT.

In the Supreme Court this morning the Chief Justice expressed his regret at the loss of the late Lord Pouncefote as follows:—
Mr. Attorney and gentlemen of the bar. Before proceeding to the judicial business of the day I desire to express the deep regret with which the Court and the legal profession of Hongkong received the sad tidings, transmitted by telegraph that Lord Pouncefote, the British Ambassador, to the United States of America has passed away. His death is a loss to the British nation, and he seems to have been universally admired and respected both in his own country and the United States. Before he entered upon his brilliant foreign office and diplomatic career, he was well known in this Colony. It was in 1865 that he first became Attorney-General of Hongkong. I believe he twice acted as Chief Justice here, viz. in 1869 and in 1872 and, before he left the Colony in December 1873, he received a note of thanks from the Legislative Council for the assistance he had rendered in improving the legislation of the Colony. It was to him we owed the Code of Civil procedure, which was only superseded last summer, and which remained in force for 28 years, and many other important ordinances. At the banquet given to him before his departure, the Governor, Sir Arthur Kennedy is reported to have used these words:—"They know him to be an able lawyer, but better than that, he was an English gentleman, and he trusted that this move would lead to yet higher distinction. He himself could give testimony to his public virtues, and those present would do so to his social qualities." Sir Arthur Kennedy's hopes were fully realised, as honour after honour was conferred upon this able and upright man, as he steadily and unostentatiously pursued his chosen career to its appointed end. I will not longer detain you, but I thought the death of one, for more than eight years so closely connected with the Councils and the Courts of Hongkong afforded a fitting opportunity to express at once the kindly feeling and the high respect with which his memory is cherished in the Colony.

The Acting Attorney General (Hon. A. G. Wise) said:—"My Lord, on behalf of the legal profession of this Colony I desire to join you in the expression of our deep and sincere regret at the loss sustained by the nation, in the death of Lord Pouncefote. Apart, however, from this loss the Colony had a more intimate connection with Lord Pouncefote. There are not many of us who remember him when he was here, but most of us, at any rate, have spent many an hour in pondering over his legacy to the Colony, viz. the code. The legacy has served its time, and is now a thing of the past, but I think it ought to be remembered, that for twenty eight years it withstood the attacks of the combined legal talents of this place, and that on only two occasions were amendments made.

DEATH OF MR. DAVID GILLIES.

AT GLASGOW.

It is with deep regret that we have this day to record the death of Mr. David Gillies, which occurred at Glasgow yesterday. The sad news was communicated to the Colony by the deceased gentleman's brother, who sent the following cablegram from Glasgow to Mr. Victor H. Deacon. It was dated 27th May, 7.50 p.m. "Brother David died here to-day. Gillies." It was only on the 13th of last month that the late Mr. Gillies had such an enthusiastic send off when he left the Colony for the old country, and no one for a moment doubted that he would enjoy several years of well earned rest among his friends at home. His many acquaintances in Hongkong have now to mourn his death, which, coming so soon after his departure from a Colony he served so faithfully and well, is the more lamented.

The name of the late Mr. David Gillies will always be associated with the Hongkong and Whampoa Dock Co., Ltd. for to him was due much of the success of that great enterprise. In connection with this the following passage from a recent report of the Directors will not be out of place:—"Your Directors have to report that your Chief Manager, Mr. Gillies who for the past 26 years has managed the business of the Company with such distinguished success and been greatly instrumental in raising it to the position it is now in, has definitely tendered his resignation, which, in view of his desire to retire from the management and the active business life he has hitherto led, your Directors have felt bound to accept."

The late Mr. Gillies took an active part in the well-being of the citizens, and with his name will always be associated with that of the St. Andrew's Society for which he worked so hard for many years. To show their appreciation of his services prior to his leaving the colony, the members presented him, and two other past Presidents, who were leaving Hongkong, with a silver watch as a token of the respect, friendship and esteem entertained by fellow members of the Society. Many gatherings were held to bid him adieu, and on the 4th and 5th Mr. Gillies stepped on board the German mail steamer *Reppel*, and amid the hanging of crackers and a volley that was so soon to mourn his loss.

ALLEGED COLLISION OFF THE NINEPINS.

STEAMER AND JUNK.

In the Supreme Court this morning, before the Chief Justice, His Lordship W. M. Goodman, K.C., an action was commenced in which the owners of the steamship *Kate* sought to recover damages from the master of the junk *San Hop Cheong* for damages consequent upon a collision alleged to have taken place off the Ninepin Island, on the 26th February last. The master of the junk entered a counterclaim in respect of same.

Mr. E. H. Sharp, barrister at law (instructed by Mr. J. Hastings, solicitor), appeared for the plaintiff and Mr. M. Slade, barrister-at-law (instructed by Mr. F. X. D'Almada e Castro, solicitor), for the defendant.

The position of the owners of the s.s. *Kate* was as follows:—
The *Kate* is a screw steamship of 2,224 tons registered and owned by E. A. Sasbits of Trieste in the Empire of Austria. At the time of the events hereinafter related she was on a voyage from Moji to Hongkong with a cargo of coal. The *San Hop Cheong* is a Chinese owned three masted junk about 120 feet in length, and at the time of the said events was on a voyage from Amoy to Hongkong and was laden with salt. At about 9.30 a.m. on the 26th February, 1902 the *Kate* was about 2 miles to the south of the Ninepin Islands whence she took a westerly course so as to pass to the southward of Lamtung Island outside the Lymoon entrance to the harbour of Hongkong. She was going at the rate of about 7½ miles an hour. A good look-out was being maintained on board her. The weather was fine and clear. The sea was choppy and a

STRONG WIND WAS BLOWING from about east-north-east which freshened as she approached Lamtung Island. Soon after passing the Ninepin Islands the *Kate* cleared a group of Chinese fishing vessels, whereupon the Captain and others on board her observed a junk about half a mile ahead and slightly on the starboard bow proceeding in the same direction as the *Kate*. The junk was running before the wind the mainsail to port and the mizzen sail to starboard; her foresail was not at this time visible from the *Kate*, the view being obstructed by the junk's mainsail. The junk proved to be the *San Hop Cheong*. The *Kate* and the junk kept on their parallel westerly courses the *Kate* gradually overtaking the junk, till they were between half and three quarters of a mile to the south of Tathong point on Lamtung Island. The bow of the *Kate* had by this time got to within half a length of being level with the stem of the junk and the *Kate* was about to pass the junk at a distance of about 100 yards clear on the *Kate*'s starboard side. The junk then suddenly turned to port across the course of the *Kate*. The helm of the *Kate* was immediately put hard-a-starboard, but the junk continued turning to port and her mainsail jibed over to starboard; her foresail then became visible from the *Kate* and was observed to be also to starboard. The junk came on towards the *Kate* so rapidly that within a minute, or thereabouts, after first leaving her westerly course her starboard bow struck the starboard side of the *Kate* abreast of the mainmast. The *Kate*'s helm was kept hard-a-starboard till the collision. The junk made a large hole in the *Kate* extending almost to the water line and inflicted other serious injuries to the *Kate*. The sea immediately began to

WASH INTO THE *Kate*, which was in imminent peril of foundering, and would have done so but for the prompt measures taken by her crew to save her. The place of collision was within the waters of this Colony. The junk being an overtaken vessel neglected to keep her course as required by article 21 of the regulations for preventing collisions at sea. The helm of the junk was improperly starboarded and was improperly kept to starboard. There was no proper lookout maintained on board the junk. Those on board the junk neglected to take the precautions required by article 29 of the said regulations. The collision and the damages and losses consequent thereon were caused by the reckless and improper navigation of those on board the junk. The plaintiffs claim:—1. A declaration that they are entitled to the damage proceeded for. 2. The condemnation of the junk and her freight in such damage and in costs. 3. To have an account taken of such damage with the assistance of merchants. 4. Such other relief as the nature of the case shall require.

THE ANSWER AND COUNTERACTION of the defendants was to the effect that the junk was three masted and about 120 feet long and carried a crew of 19 all told. On the 26th February 1902 before, and at the time of collision mentioned, the junk was on a voyage from Sai Ching, near Swatow to Hongkong and Canton with a full cargo of salt. The weather was clear and fine; there was a moderate sea strong flood tide, a strong breeze about E. N. E. The junk had left San Mun Island before sunrise and had passed to the west of the Ninepin Islands and had borne away as nearly before the wind as was safe when a steamer, which subsequently proved to be the *Kate*, was sighted about on her port quarter from a mile to a mile and a half distance. At that time, and up to the time of the collision, the junk was proceeding under mainsail and foresail, both being to starboard. The speed of the junk was about 5 miles an hour and that of the *Kate* considerably greater, being at least 8 miles an hour. The courses of the two ships were converging and the *Kate* rapidly overtook the junk. When the junk was about the middle of the Tathong Channel the *Kate* had drawn up almost to her beam and was about 100 yards clear. The *Kate* then gave one blast on her whistle and appeared to continue on her original course for a short time and then alter

her course to starboard, so as to cross ahead of the junk. The junk was kept on its course, until it was apparent that if she continued on her course a collision would be inevitable. She was then luffed up sharply with the intention of passing under the stern of the *Kate*, but was unable to clear her and struck the starboard side of the ship about 50 ft from her stern with her starboard bow, whereby considerable damage was caused to both vessels, but the *Kate* was in no immediate danger in consequence of the collision. Neither before nor after the collision did the *Kate* slacken her speed, stop or reverse, and after the collision took no steps to assist the junk or to ascertain whether she was in any danger or need of assistance, but continued on her course at full speed. Save as hereafter admitted the several allegations in the action are denied. The *Kate* did not keep out of the way of the junk. The *Kate* improperly crossed ahead of the junk having ample room to pass under her stern.

All the officers of the *Kate* were Italians and the master, in his evidence, stated that the force of the wind at time of collision was 5. The holes made by the collision were connected by fractures over a space 20 ft long and 2 ft square, reaching within a foot of the waterline. The ship was only saved from foundering by shifting the cargo (consisting of coal) over to the port side, thus listing the ship, and raising the hole a little from the choppy sea. As it was a quantity of the water got into the hold. He also stated that he was on the bridge at the time of collision and that there was a man on the lookout.

Captain James Douglas, who has been a marine surveyor in Hongkong for the last three years, and who previous to that was a master in the Douglas Steamship Company for six years, was the first witness called upon. He said that he inspected both vessels on their arrival, and that in addition to the hole already mentioned the *Kate* had 15 frames damaged, 5 deck beams bent, and the rudder broken in two places. The junk's deckhouse was battered in, and she received other injuries to the wooden beams, but sustained no damage to make the vessel leaky. The Chunam caulking protruded from the seams, but was not due to the collision. Mr. Slade, however, remarked that he had visited the junk this morning, and that she was like a sieve. He asked Captain Douglas, who had stated that he passed the junk nearly every day and that she appeared to be in the same condition as on her arrival, if he had been down the fore peak, and he, Captain Douglas, replied in the negative. Mr. Slade suggested that the Court should visit the vessel.

The plaintiffs stated that immediately after the collision the engines of the *Kate* were slowed and she was about to take steps to assist the junk, but the junk, as soon as she was clear of the *Kate*, continued turning to port till she got back to her original westerly course and proceeded on her way to Hongkong. The master of the *Kate* seeing that the damage to the junk was trifling and high above the water line and that she was in no danger or need of help and finding that the injuries to his own vessel were of such a nature that he must at once take her into a place of safety proceeded so as to reach smooth water and also to be near the land with a view of beaching the *Kate* if necessary. As to the counterclaim, the plaintiffs repeat the statements made in their pleadings and deny that the owner of the junk is entitled to the relief which he seeks.

The master of the junk was called into the witness box where he was assisted by a model of a three masted junk, placed in front of him. He gave his evidence through an interpreter. The case was adjourned till to-morrow morning.

SAMPAN RUN DOWN.

WOMAN DROWNED.

It was reported to the police this morning that the steam-launch *Kumsang* ran down, and sank, a sampan in the harbour yesterday causing the death of the boatman's wife by drowning. Her body has not yet been recovered.

SANITARY BOARD.

A meeting of the Sanitary Board will be held to-morrow, at 4.15 p.m.

ORDERS OF THE DAY.

1. Minute from the Honourable Colonial Secretary relative to Mr. Osbert Chadwick's Report on the Sanitation and Water Supply of Hongkong.
2. Minute from the Honourable Colonial Secretary relative to Professor Simpson's Preliminary Memoranda on Plague Prevention in Hongkong.
3. Draft Bye-laws relative to licensing regulations and sanitary maintenance of Boarding Houses.

AGENDA.

1. Mortality Statistics for this Colony for the weeks ended 3rd and 10th May, 1902.
2. Minutes by the Medical Officer of Health relative to the closing of certain wells.

PLAGUE RETURNS.

A return showing (a) the Number of Cases of Bubonic Fever (Plague) which have been notified as occurring in Hongkong, during the day ended noon of 18th May, 1902, and (b) the localities in which they have occurred.

No.	Health District.	Street.	House Number.	Remarks.
130	52	Quarry Bay, Rd.		Chinese, dead.
131	28	Temple St., Rd.		"
132	9	In Ship Lane, Telokwan.		"
133	9	David Lane off Central Street.		"
134	75	Found in street.		"
135	75	Found in street.		"
136	75	Found in street.		"
137	75	Found in street.		"
138	75	Found in street.		"
139	75	Found in street.		"
140	75	Found in street.		"

COTTAM & CO. FOR GENTS' BATHING SUITS.

Auction.

PUBLIC AUCTION.

THE Undersigned has received instructions from E. F. SKERTCHLY, Esq., to Sell by PUBLIC AUCTION,

on FRIDAY, the 29th May, 1902, at 2.30 P.M., at "Woodbury," Garden Road, Kowloon. A QUANTITY OF HOUSEHOLD FURNITURE, (Particulars from Catalogue). TERMS:—As Customary. On view from Thursday, 29th May, 1902. GEO. P. LAMBERT, Auctioneer. Hongkong, 26th May, 1902.

Intimations.



SANITARY BOARD NOTICE.

IN view of the PREVALENCE of CHOLERA in Hongkong the public are hereby warned against the Consumption of UNKIEE or OVER-RIPE FRUIT, UNCOOKED VEGETABLES and UNBOILED MILK or WATER.

By Order, G. A. WOODCOCK, Secretary. Hongkong, 19th May, 1902.

FOOK WO COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY MEETING of the above named Company will be held at the OFFICE of the Company, on TUESDAY, the 10th day of June, at 12 o'clock, NOON, when the SUBJOINED RESOLUTIONS will be proposed. Should the RESOLUTIONS be passed by the required majority they will be submitted for confirmation as SPECIAL RESOLUTIONS to a Second Extraordinary Meeting which will be subsequently convened.

1ST RESOLUTION. That Article 71 shall be cancelled and that the following Article shall be substituted therefor:—

71. The First Directors and the Secretaries named in these Articles shall be paid for founders remuneration in each year 13½% of the net profits of the Company to be divided into 29 shares, of which 4 shares shall be given to each of the Managing Directors, 1 share to each of the other First Directors, 3 shares to the Chief Secretary, and 2 shares to each of the Assistant Secretaries, and the First Directors and the Secretaries named in these Articles shall also be paid 5% for founders remuneration of the net profit of the Company in each year to be divided among them in proportion to the number of shares taken up by them and by such Shareholders as they introduced on the formation of the Company. The Managing Directors shall at a dividend 14% of the net profits of the Company among the Officers of the Company other than those before mentioned in these Articles for good service in such manner as the Managing Directors shall determine.

2ND RESOLUTION. That Article 72 shall be cancelled and that the following Article shall be substituted therefor:—

72. If the First Directors and the Secretaries named in these Articles or any of them shall vacate their office either by resignation or death or any other cause their successors shall only be entitled to one half of such Founders remuneration (as provided in the preceding clause), and the other half share be paid to the Directors so retiring or to the legal personal representative of such Director so dying as aforesaid.

By Order of the Board of Directors, WONG YU TUNG, Chief Secretary. Hongkong, 24th May, 1902.

NOTICE.

THE OFFICES of the Undermentioned will be REMOVED to PRINCE'S BUILDINGS on the 1st June.

GODDARD & DOUGLAS. Hongkong, 26th May, 1902.

PUPILS WANTED.

FOR PIANOFORTE or SINGING by a Lady possessing the Diplomas of the Guildhall School of Music and Trinity College, London, (Honours).

Apply to "MUSIC," C/o This Office. Hongkong, 24th May, 1902.

WANTED.

AN ENGLISHMAN with thorough knowledge of BOOKKEEPING, AUDITING, &c., also SHORTHAND and TYPEWRITING, desires position as above, or in any other business capacity, either Temporary or Permanent.

Apply "NEGOCIO," C/o The Hongkong Telegraph. Hongkong, 23rd May, 1902.

WANTED BOOKKEEPER.

YOUNG, not over 30, to take charge of Commercial Books. Must have good references. Apply to "A.G.P.S." C/o This Office. Hongkong, 22nd May, 1902.

CORONATION CELEBRATION FUND. THE Undersigned will be glad to receive Subscriptions towards the above Fund. Lists may be found at the HONGKONG HOTEL, HONGKONG CLUB, HONGKONG DISPENSARY, Messrs. LANE CRAWFORD & CO., KELLY & WALSH, Ld., W. BREWER & CO., and at the various Banks.

J. R. M. SMITH, Hon. Treasurer. Hongkong, 7th May, 1902.

BRITISH NORTH BORNEO.

WANTED.

AN EXPERIENCED FOREMAN for a Government Timber Mill. Must be thoroughly acquainted with the erection and management of Timber-cutting Machinery. Forward copies of recent testimonials and state salary required to DIRECTOR OF PUBLIC WORKS, SANDAKAN.

3rd February, 1902.

ZETLAND HOUSE, 10, QUEEN'S ROAD CENTRAL.

SUPERIOR Accommodation, Meals at all hours, Breakfasts, Dinners, Teas, Suppers. Moderate Charges. Mrs. WATLING, Proprietress.

Hongkong, 1st May, 1902.

Intimations.

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,

VIENNA,

THE INVENTORS OF INCANDESCENT GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES, The Price of which has been reduced to FIFTY CENTS per piece.

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KRUSE & Co., CONNAUGHT HOUSE.

W. BREWER & Co.

NEW BOOKS AND NEW EDITIONS.

STANLEY GIBBON'S STAMP CATALOGUE, 2 Vols.	\$3.50	Crabbs English Synonyms	\$2.75
How to remember: without Memory Systems or with them, by E. H. Miles	1.90	A Manual of Photography, by Bothamley	80
David Copperfield, Illustrated, by Dickens	1.90	Gal's Gossip, by Pitcher	2.75
Coles Fun Doctor, 1st Series, 2nd Series, each	1.90	More Gal's Gossip, by Pitcher	2.75
		Health Exercises and Home Gymnastics	80
		Athletics of To-day	80
		The Applause Reciter	80
		Chess, by Hopper	80
		Signalling—How to learn the New Code	80

Hongkong, 28th May, 1902.

NEW PATENT SODA-WATER-MACHINE.

Especially suitable and a real necessity for Hotels, Hospitals, Barracks, Officer's Messes and Private Messes, Families in Up-

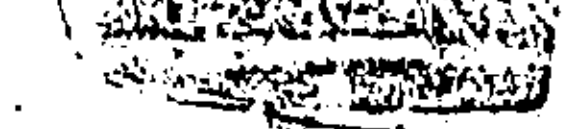
country places, Mission Stations, and for Passenger Steamers.

The most simple and efficient machine yet invented for the manufacture of all kinds of Aerated Waters, Lemonade, Fruit Lemonade, Champagne

Cyder, &c., &c., &c.

The machine is worked by hand, can be attended to by any ordinary native servant and manufactures Aerated Waters of best quality at enormously cheap prices.

LEOPOLD SPATZ & CO.



Hongkong, 20th May, 1902.

NEW YORK LIFE INSURANCE CO.

The Oldest and Largest International Life Insurance Company in the World.

SUPERVISED BY 82 GOVERNMENTS.

Written Business 1901 exceeds \$38,000,000 Gold. Actual Paid for Business 1901 exceeds \$26,000,000 Gold. A note or a Telephone Message from those wishing an "up-to-date" policy will receive immediate attention.

HECTOR W. SAMPSON, Special Representative, Hongkong Hotel.

Hongkong, 11th February, 1902.

HIRANO WATER.

A natural clear, sparkling and effervescent Mineral Water, bottled in its NATURAL CARBONIC ACID GAS of the Hirano Spring of Hiogo Ken, Japan. It mixes excellently with WINE or SPIRITS, and is PERMANENT IN QUALITY.

ANALYSIS PROVES ITS PURITY.

PATENT CORKING.

SIEMSEN & CO.,

Sole Agents, Hongkong and South China.

Code Used A and B C, 4th Edition.

E. C. WILKS & Co.,

MARINE ENGINEERS, SHIP CONTRACTORS

AND SURVEYORS.

Collisions and Damages Surveyed for Insurance Companies, Ships' Claims and Specifications Prepared. Office: 9, Queen's Road Central.

Hongkong, 8th November, 1901.

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTERY, DIARRHOEA, HEMORRHOGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession. Sold retail by all Chemists and Wholesale by THE PETER SYS COMPANY (Proprietors and Sole Manufacturers) 9, Old China Street, Shanghai.

12th October, 1898.

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DEALERS IN JEWELLERY, PEARLS, DIAMONDS, JADESTONEWARE, CURIOS, SILKS, CARVED IVORYWARE, AND GRASSCLOTHS, AND GENERAL EXPORTERS.

No. 85, Queen's Road Central, Next Door Messrs. LANE, CRAWFORD & Co.

Hongkong, 20th November, 1901.

WORTH A GUINEA A BOX.

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FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AILMENTS. ANNUAL SALE SIX MILLION BOXES. 50 CENTS per Box.

Prepared only by the Proprietor, THOMAS BEECHAM, St. Helen's, England. SOLE AGENTS for Hongkong and the EMPIRE OF CHINA:—

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DRALER IN Rattan Furniture, Bamboo Blinds and Mats of All Colours. No. 45, Queen's Road, Central. Orders Executed Promptly. H'kong, 12th May, 1902.

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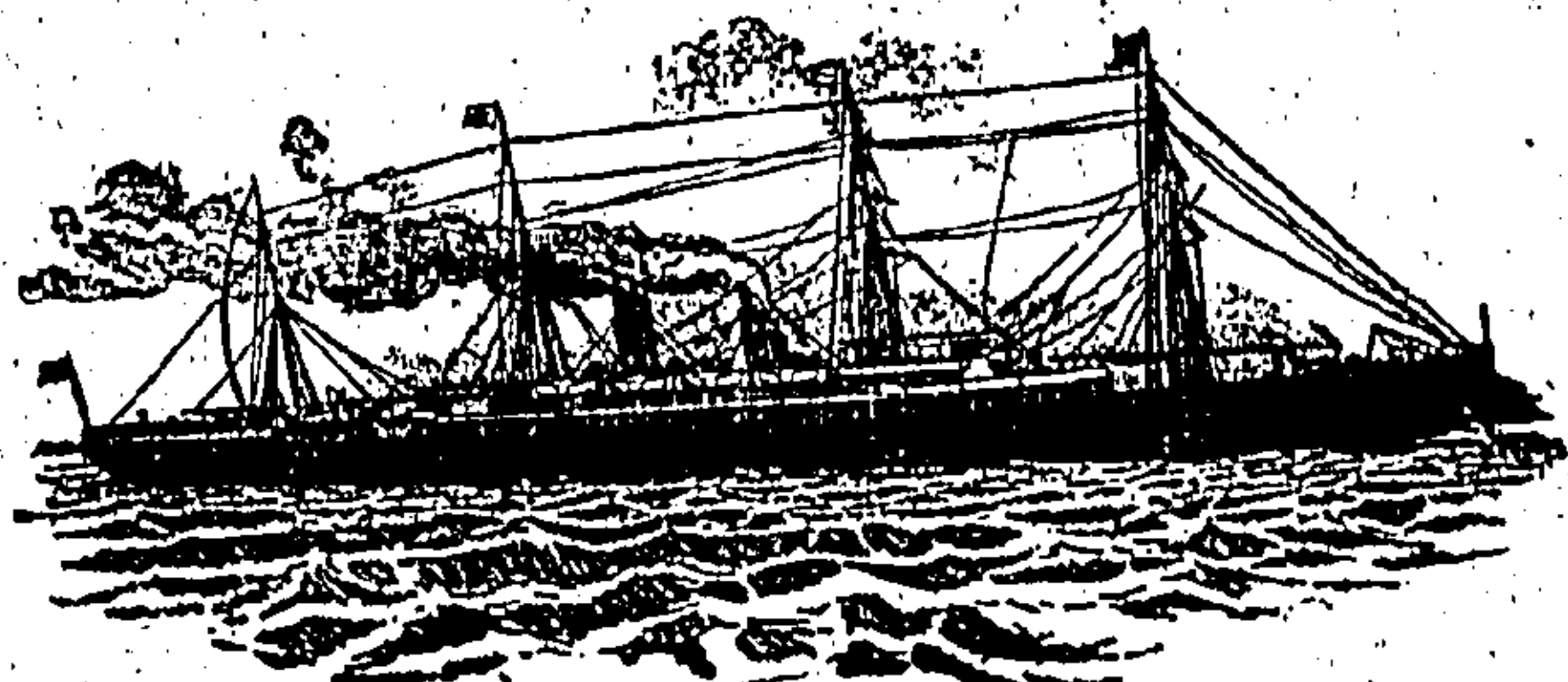
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TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"CHINA"	SATURDAY, 31st May, at Noon.
"DORIO"	SATURDAY, 7th June, at Noon.
"NIPPON MARU"	TUESDAY, 17th June, at Noon.
"PERU"	TUESDAY, 24th June, at Noon.
"COPTIC"	THURSDAY, 3rd July, at Noon.
"AMERICA MARU"	SATURDAY, 12th July, at Noon.

THE P. M. Company's Steamship "CHINA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 31st instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States and Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines. Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan. Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to Ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full, value of same is required.

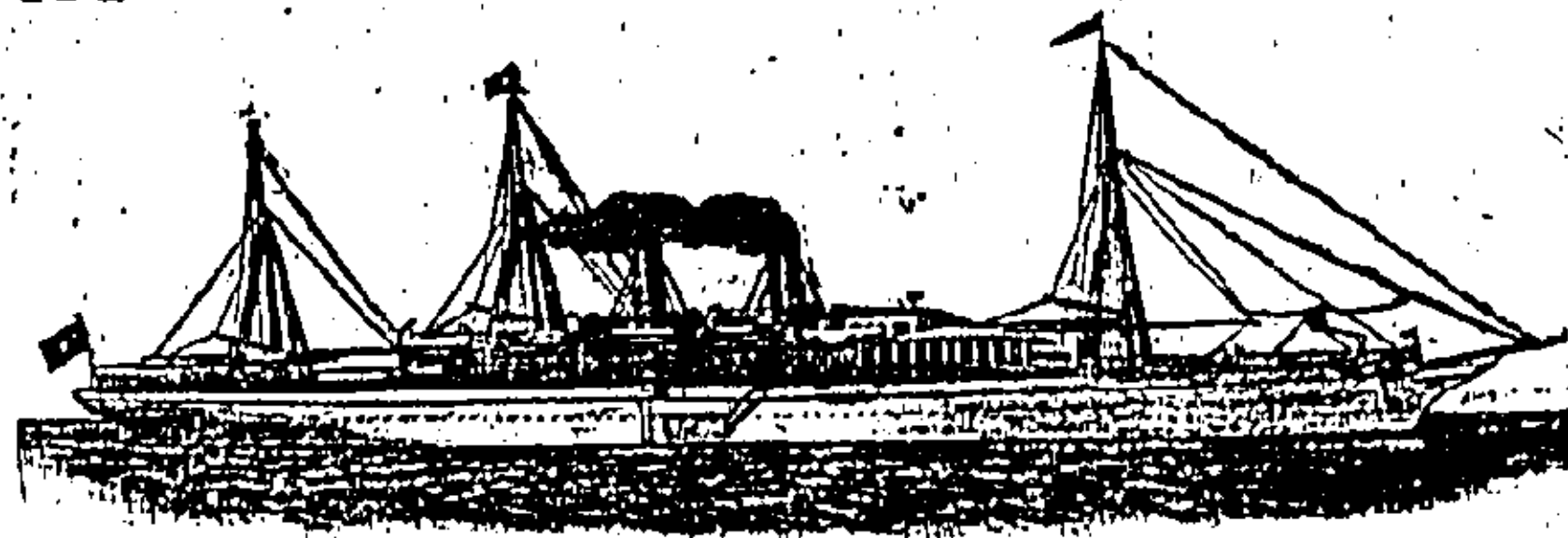
Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchants Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 23rd May, 1902.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

R.M.S. EMPRESS OF CHINA	Comdr. R. Archibald, R.N.R. WEDNESDAY, 4th June.
"TARTAR"	Comdr. E. Beetham, R.N.R. SATURDAY, 21st June.
"EMPRESS OF INDIA"	Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 25th June.
"EMPRESS OF JAPAN"	Comdr. H. Pybus, R.N.R. WEDNESDAY, 16th July.
"ATHENIAN"	Comdr. H. Mowatt, R.N.R. SATURDAY, 26th July.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and the make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Paddy's Street.

Hongkong, 22nd May, 1902.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OCEANISCHES FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRINITY, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES	Freight
SERBIA	HAVRE and HAMBURG.	4th June.	Freight.
Bremer	(Calling at SINGAPORE and COLOMBO).		
SUEVIA	HAVRE and HAMBURG.	18th June.	Freight.
Bork	(Calling at SINGAPORE and PENANG).		
STRASSBURG	HAVRE and HAMBURG.	1st July.	Freight.
Madsen	(Calling at SINGAPORE and COLOMBO).		
SAMBIA	HAVRE and HAMBURG.	15th July.	Freight.
Schmidt	(Calling at SINGAPORE and PENANG).		
SILESIA	HAVRE and HAMBURG.	30th July.	Freight.
Bahr	(Calling at SINGAPORE and COLOMBO).		

For further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Building.

Hongkong, 1st May, 1902.

Insurance.

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co

Hongkong, 28th May, 1902.

Announcements.

THE CHINA & JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE,
OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N. 3.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

INCLUDING—

BATTERIES,
CHEMICALS,
ELECTRIC BELLS,
INSULATORS,
LIGHTNING CONDUCTORS,
SWITCHES,
TELEPHONES,
WIRE, &c., &c.,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,
Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanics sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS—2, ICE HOUSE ROAD.

For full Particulars, &c., &c.,

Apply to

S. J. GODWIN,
Acting Manager.

Hongkong, 20th January, 1902.

THE NEW FRENCH REMEDY.
THERAPION.

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2, for impurity of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury, tamper with the system, and destroy the sufferer's health and ruin of health. The preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.

THERAPION may be procured of the principal Chemists and Merchants throughout the world. Price in England 2/6 and 4/6. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila.

LEE LOONG.

DEALER IN
Furniture, Blackwood, Plated Glass,
Ornamentary Ware, Brass and Iron
Bedsteads and Bathing Stoves
for whole set.
Just Arrived
No. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

GIRARDT & CO. TABLE DELICACIES
By every Mail

SACERDOTALISM AND DIS-
ORDERS IN CHINA.

From French telegrams supplied to *L'Echo de Chine*, the *N. C. D. News* learns that M. Waldeck Rousseau has addressed a circular to the French prefects on the subject of the interference of the clergy and monks in the elections in numerous departments. From the native paper the *Su Pao* we learn that while the other provinces in China raise no factious opposition to the newly-assessed taxes necessary to make up China's indebtedness, only in Shansi, Honan and Pechihli is there trouble. "There must be something wrong up north and we hear that the inhabitants of large villages which the Roman converts have occupied have been prevented from returning to their homes on the plea that the indemnities have not been paid." Further, as a comment on both these, we find an Imperial Edict issued on the head of a report received from H.E. the Viceroy of Chihli to the effect: "That in the district of Tsung-hsien,

A MON,

after being dispersed by the local forces, went on to the district of Chihli, where they spread disquieting rumours, and after murdering several soldiers of a recently enlisted regiment, proceeded to attack two district cities, and ended up by destroying churches and plundering native converts, finally murdering a French missionary named Lo Minhsin."

All these stories, it will be seen, thoroughly explain and confirm one another. True to its traditions, mixedly religious and political, the Church of Rome has recently been reviving its political propaganda; and would gladly see the time when monarchs trembled under the threat of an interdict from the Vatican. This secular crusade has brought the Vatican into unpleasant contact with the French Government several times during the last three years, resulted in the passing of an act to

EXPULSION FROM FRANCE

those orders that had been most conspicuously forward in their interference with the law of the land, unless they should honestly conform to those laws. Nominally the greater number of the orders have done so; but apparently the temptation afforded by the recent elections has been too powerful for the old Adam still existing even in the clergy; and under the pretence of caring for the religious welfare of their flocks, attempts have been made to guide their political views. Had those political aims of the ecclesiastics been confined to their views as Frenchmen and citizens, the churchman in France would have had as good right as his neighbours to ventilate those opinions which were next to his heart; but unfortunately he could not be brought to view affairs in this reasonable light, and strove to bribe into the field the most odious of tyrannies, that of sacerdotalism. Worse even than this, it was sacerdotalism inspired not from France but from without; and professedly undertaken with the object of rendering France

SUBSERVIENT TO FOREIGN INFLUENCE.

Not from religious grounds, therefore, but because national government was becoming impossible, under these extraneous factors has the French Government found it necessary to interfere in the interests of order. So far so good. The English nation, who for long centuries has rid itself of the like attempts at introducing within the realm the rule of the foreigner, is not likely to complain of the similar steps which are being forced upon its good neighbour of France. But unluckily for herself as well as her neighbours, France, or its Government, is not consistent, and herself throws considerable doubt on the reality of her own intentions. In a word, she is encouraging abroad in the hope of advantage at home the very same sacerdotal instinct of associating political with religious aspirations; and what she deprecates at home as

FRAUGHT WITH DANGER

to the State, she in China is actually stimulating in the vain hope of thereby increasing the greatness of the Republic. Now if there be one thing that the French as a nation pride themselves on, it is the logical instinct. No nation has so distinguished itself in the purely inductive sciences. Astronomy, mathematics, chemistry, etc., and in fact all those sciences which depend on the clearness of the reasoning faculties, owe more to this instinct as developed in the French nation almost than to the other nations together. It is curious therefore that the logical Frenchman, who sees the necessity, because logical, effects of Roman sacerdotalism at home, should under the influence of a strange prejudice permit his mental vision to be blinded as to the similar necessary effects of permitting it a free hand abroad. Neither France nor we desire a continuance of the present disorders in China; but the encouragement she is giving to ultramontane pretensions in the East is going a long way towards introducing a yoke at home which neither modern Frenchmen nor their fathers have been able to bear.

ACCIDENT TO A JAPANESE
DESPATCH BOAT.

On the evening of the 11th inst., during a strong gale the Japanese despatch boat *Yayoyama* met with an accident at Nemuro, consequent upon her anchor chains parting. She was blown from her moorings and came to grief on a submerged rock off the Beppu Island, near Nemuro, and now lies so badly out of the horizontal that her forward deck is submerged. Her crew were landed with great difficulty on the following day, save only Lieutenant Nishikawa, who fell into the sea and was drowned. It is stated that the *Yayoyama* is so badly damaged that there is no hope of refloating her.

GIRARDT & CO. FRENCH BREAD
By every Mail

FLEETS OF THE WORLD.

The *Jiji* gives a complete list of the new warships of different Powers, which are either already completed or in course of construction. From this we summarise the numbers and tonnage of the new fleets of these countries, together with the strength of the existing fleets:—

EXISTING FLEET.	NEW VESSELS.	No. Tonnage.	No. Tonnage.
Japan.....	66	270,182	12 18,980
Russia.....	108	386,610	48 175,606
France.....	135	607,018	36 156,733
Great Britain.....	405	1,570,089	56 358,430
United States.....	85	109,483	26 107,408
Germany.....	117	384,995	20 252,119
Italy.....	75	280,433	27 47,854

The above table does not include torpedo boats. The new vessels taken into consideration are those to be constructed between 1902 and 1907.

The following will represent the strength of the various naval powers at the end of 1907, when the new vessels are completed:—

Vessels.	Tonnage.
Great Britain.....	461 1,578,518
France.....	171 757,791
Russia.....	156 574,245
Germany.....	146 517,343
United States.....	111 407,891
Italy.....	102 328,287
Japan.....	78 248,362

THE SUGAR INDUSTRY.

CONDITIONS IN THE PHILIPPINES.

From the *Manila Times* of the 23rd inst., we take the following:—

The sugar industry has been languishing in these islands for a long time, and the recent tariff legislation and the talk about the best sugar industry in the United States have brought the condition of the island sugar haciendas again into notice. The following letter written to Capt. George Ahern, Chief of the Bureau of Forestry, regarding the poor quality of the cane grown here, and calling attention to certain undesirable practices in its culture, will doubtless interest a great many readers. The letter is printed by the courtesy of Capt. Ahern:—

La Carlota, Negros, P.I., Jan. 27th, 1902.
Captain G. P. AHERN,
Chief of Bureau of Forestry,
Manila, P. I.

Dear Sir:—I am much pleased to know that you have such good varieties of cane as you mention now growing in these islands. To my mind the introduction of better varieties of cane is of first importance in the improvement of the sugar industry of the islands. The two principal varieties of cane grown in this province are poor, largely because of inherent reason, but partly because of poor methods of planting and tillage. I quote here a few figures which may serve to show where the sugar industry stands:—

Operations from plant-	In Negros. In Hawaii.
ing.....	
Of cane to maturity,	
per acre.....	\$ 12. U.S. \$130. U.S.
Cutting, hauling and	
factory expenses, per	
acre.....	\$ 18. U.S. \$140. U.S.
Yield of cane per acre,	30 tons. 74 tons.
Amount of cane for a	
ton of sugar.....	10.3 tons. 7.5 tons.
Yield of sugar per acre	2.9 tons. 9.5 tons.

The figures for Negros are not based upon extensive weighings, but upon two weighings of small portions of cane, bagasse from the mill and bagasse dried in the sun, and upon extensive and careful observation. However they show that there is room for improvement. I trust that these varieties may be the progenitors of strains of canes more perfectly adapted to the conditions of these islands, and that their introduction may be the recipient of full merit for propagating them. Inasmuch as the sugar in cane is the product of water and air, the quality of the cane depends much upon the nature of the soil it grows in, and of its treatment. If the soil is waterlogged, the juice will contain an excess of water, and this will mean dollars in extracting the sugar. If the soil is acid the juice will be inferior and the sugar will not granulate or separate from the impurities. Therefore in making analyses of the cane to set forth its quality, some consideration should be taken of the soil.

Unlike most sugar producing plants, the cane does not reach maturity as regards sugar content and purity of the juice until 24-30 months after flowering. But here the people cut the cane when it has finished flowering. I do not know whether a chemical analysis would justify this or not, but the practice is necessitated because the planters do not take the pains to strip the cane of drin the soil. Consequently, when flowering ceases the excessive moisture causes the cane to put out aerial roots, and suckers at the expense of the sugar it has already stored up. I think if the cane was planted so that it would mature in the dry season much of this inconvenience would be avoided. However, as all canes do not flower, it will be necessary to ascertain by analysis when the highest sugar content and purity of the juice is reached—unless one knows the habit of the particular varieties under his environment.

I find time to make investigations into the cultivation and harvesting of sugar, abaca and cacao. This latter is an industry deserving special attention. I am in receipt of a letter from the firm of Walter Baker & Co., chocolate manufacturers, in which they speak of the poor market in the United States, warning that prepared properly and ask for samples from the Philippines.

I take the liberty of sending you a few seeds which I brought from Honolulu last

summer. I would call particular attention to the Cassia Sativa and the Poinciana regia as worthy of propagation because of their beauty of flower. They are pre-eminently suitable for ornamental purposes. I fear, however, they are becoming old and perhaps the moisture has already destroyed their vitality.

Very respectfully,
J. W. GILMORE,
Agriculturist,
Dept. of Public Instruction.

GREAT BRITAIN'S FITNESS
AT SEA.

A GERMAN COMMENT.

The following interesting article appeared recently in the *Cologne Gazette* in reply to a contribution in the *Deutsche Revue* from the pen of Vice-Admiral Livonius, to which that officer made very disparaging remarks regarding the efficiency of the British Navy and its preparedness for war:—

The *Deutsche Revue* (German Review) contains in its February number an article by Vice-Admiral D. Livonius on the German North Sea Fleet and the English Naval Force (or Maritime Power), which throws light on the fighting power of England from a sailor's point of view. Even if the intention of the writer is to develop interest in our maritime power, one asks oneself if this aim will be reached by the publication of such observations, and whether the latter are correct. Already in the autumn a number of the more important German newspapers published altogether wrong statements about the estimated fighting proficiency of the British Navy, which we dealt with in our issue of November 6, and replied to on the basis of expert and professional intelligence. The case is much the same with the above-mentioned article. We must again insist that the observations of Admiral Livonius, who in a disparaging review treats the English Navy with contempt, are not shared at all in professional circles, or by the naval officers on the active list. The information of Admiral Livonius on the English Navy only applies to 20 years ago, and since his retirement from the service, in 1883, he can scarcely have had an opportunity to renew his acquaintance with it. This circumstance, together with the fact that the development of the English Navy first set in towards the end of the year 1880, throws Admiral Livonius' criticism to the ground; and we should have taken no further notice of it if the important English newspapers had not taken them as an unfriendly and boastful utterance of an influential German professional ring.

We offer no opposition to Admiral Livonius if he attempts "to place the highly important services of our young Navy by comparison in the true light, and thereby at the same time afford the self-respect of

PATRIOTIC OFFICERS a helpful fillip"; only such a comparison must not rest on an entirely unjustified contempt for another sea Power and a grossly oversteering opinion of one self. It also appears to us superfluous to place our Navy intentionally in opposition to the British, and through an imaginary antagonism in a future naval war, that certainly no one desires to do away with the friendly understanding that has hitherto existed between the English and German Navies, especially in foreign parts. We cannot now go into all the misstatement and inaccuracies of the Livonius article, and will notice only the following, and as they seem to us important points. Admiral Livonius runs down the English tactical training of their Admirals and their powers of command without adducing proof on either point. The important yearly manoeuvres of the English Fleet he leaves with the observation "that an isolated practice that is limited to a few weeks in the year cannot be of the same value as a rational continuous training, such as is usual in our Navy." Truly, a highly remarkable view! Confessedly, the results of manoeuvres on land, as on sea, and of collective tactical formation, and the test of the true capabilities of an Army or Navy. Without solid tactical training in individuals such manoeuvres are not possible, or they lead to unsatisfactory results, and not to the good result obtained during the

ENGLISH NAVAL MANOEUVRES of last year, of which our service paper, *Marine Rundschau*, writes:—On all sides will the opinion rightly remain that the English Navy possesses in every respect capable personnel and material and that it is a great example to all who are in command of a large fleet." Admiral Livonius is mistaken if he thinks a continued rational training such as we have in unknown in the English Navy. On the contrary, in the Channel Squadron, as in the Reserve Squadron, in the Mediterranean Fleet, as in the China Squadron, the practice of evolutions is continuous; of the handling of the antiquated old tub such as he perhaps commanded 20 years ago there is nothing to be learned from in the English Navy at present. Also in the writer's adverse criticism of the capacity to command on the part of the English Admirals—especially the hard judgment passed on Admiral Tryon—we cannot join; and we remember the just and sympathetic words that our Emperor at the time of the going down of the "Victoria" sent to the widow of Admiral Tryon:—As a great admirer and friend of Sir George, I hasten to send you my warmest and innermost sympathy for the terrible loss you have sustained. England has lost one of her noblest sons. My Navy feels and laments with you the untimely end of so brilliant a life. The only conclusion we can come to on the Livonius article is that such writings, even if they are actually harmful, can serve no purpose. They are actually harmful, and they are actually harmful, and they are actually harmful.

WHAT BECOMES OF OLD WEAPONS.

THE RIFLE IN PERSIA.

There is a closer connection than might appear at first sight, says the Englishman, between the statement to be inferred from a recent Reuter's telegram that the home authorities have finally decided on a new rifle, and the report, published in a Bombay paper, that a Russian steamer has succeeded in disposing of 60,000 rifles at Bunder Abbas. The curious may often have wondered what becomes of the rifles which are discarded when a nation adopts a new weapon. We believe the English are about the only nation in the world who can find a legitimate use for out of date weapons. In India they are handed on to the Volunteers, and subsequently to the police. The Volunteers now have the Martini-Henri, and the rifles have the Snider, and policemen escorting treasure may to this day be seen strutting about with the old Brown Bess over their shoulders. When the arms are absolutely useless they are broken up, to prevent them from getting into the hands of

SOME FRONTIER BLACKSMITH who might patch them up sufficiently to satisfy a poor Pathan. At home also we believe the authorities do not, at least as a rule, sell old arms by auction, but it has to be remembered that rifles are made for the army in thousands by private companies. When model so made is discarded for the troops, the companies are not so foolish as to set aside the expensive machinery they have erected. They continue making the same rifle at a lower price for export. There is a tremendous demand among savage peoples particularly in the region of the Persian Gulf and Red Sea for Martini-Henris. Later on we may expect the same demand for Lee-Metfords. Again when the armies of other nations are rearmed the old weapons are sold in the market for what they will fetch. The rifles are bought up in thousands by speculators for a few shillings each, and shipped abroad for sale. It follows, therefore, that every development in fire-arms is followed by an increase in the armed strength of savage peoples who are foes of civilisation.

The bearing of the above facts on Persian politics is obvious. The enormous quantity of arms in the country has surprised every traveller. As we have pointed out before many politicians are in the habit of talking and writing as if the future of Persia was to be settled by some European power without reference to the wishes of the Persians themselves. The common impression that the Persian is a weak, cowardly creature has no foundation in fact. Our experience in the war of 1856 proved clearly that the Persian has all the fighting qualities of the Pathan. The fact is that the popular opinion has been derived, first, from a misreading of classical poetry, and second, from the stories of travellers in Central Asia who have believed what enemies of the Persians have told them. In reality the Persians are as good fighting men as the Afghans. The struggles that have raged around Herat are proof enough of that. There is

CORRUPTION IN THE ARMY, which is badly paid, but corruption in the army does not in Mussulman countries, as the Turks have again and again shown, necessarily connote military inefficiency. Lord Curzon in his work on Persia makes some very severe remarks about the Persian army, but he expresses admiration for the material of which the army is composed. He quotes with approval Sir Henry Rawlinson who once said that Persia would be turned to account some day as a nursery for soldiers. The Persian, considered as a mere animal, is so very superior to any other Asiatic, to an Indian, or Turk, or even Russian; that it is impossible to avoid foreseeing that, as any European war becomes developed in the East, the military resources of Persia must be called into action. There is no reason why Persia should not use her resources on behalf of herself.

SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information.

The s.s. *Myosotis*—Mr. W. L. Halls, late Chief engineer stopped back on leave. Mr. R. T. Brown, late of the Ben Lue takes his place. The s.s. *Pawling*—Capt. S. J. Payne, relieved Capt. S. A. Mitchell. Capt. Mitchell gone home for new ship.

The officers of the s.s. *Serbia* are—Mr. H. Engell, went on leave in Hamburg, and Mr. L. Schlimbach took his place. The purser, Mr. E. Handers, the 2nd engineer, Mr. Walter Stricker, and the 3rd engineer, A. Knaack came on board at Hamburg.

The s.s. *Duke of York*—A new fourth officer has been appointed, viz. H. L. Quick, late of British ship *Plumrose*.

The officers of the s.s. *Yuanhsang* are—Capt. B. H. Wolfe, Mr. Meyrick, chief officer, Mr. R. Lawrence Threlfall, 2nd officer, Mr. Bertie Wise, 3rd officer, Mr. Will Gow, chief engineer, Mr. L. P. Thomas, 2nd engineer, Mr. J. Legg, 3rd engineer.

The officers of the s.s. *Zai Sang* are—Chief officer, Mr. Courtney, and 2nd officer, Mr. C. L. Liddell, 3rd officer, Mr. Gostling. Chief engineer, J. D. Mackenzie, and 2nd engineer, Simpson, 3rd engineer, Murdoch, 4th engineer, Tillery.

The officers of the s.s. *Taiwan* are—Capt. Charles Lindhough, chief officer, D. J. Bridger, 2nd officer, C. Plunkett Cole, 3rd officer, A. W. Fundlay, chief engineer, Runcle, 2nd engineer, A. H. Beale, 3rd engineer, P. Macgregor, 4th engineer, D. Macrae.

The officers of the s.s. *Caillaud* are—Commander William Finch, R.N., Chief officer, W. F. Morgan, Chief engineer, John Richardson, 2nd officer, Geo. J. Chapin, Surgeon, H. G. Gains, 3rd officer, Clerk, Alex. Morphy.

The officers of the s.s. *Yuanhsang* are—Mr. A. Dehaen, formerly of *Yuanhsang*, now of *Caillaud*, Chief officer, and Mr. W. A. Dehaen, 2nd officer, Mr. W. A. Dehaen, 3rd officer, Mr. W. A. Dehaen, 4th officer, Mr. W. A. Dehaen, 5th officer, Mr. W. A. Dehaen, 6th officer, Mr. W. A. Dehaen, 7th officer, Mr. W. A. Dehaen, 8th officer, Mr. W. A. Dehaen, 9th officer, Mr. W. A. Dehaen, 10th officer, Mr. W. A. Dehaen, 11th officer, Mr. W. A. Dehaen, 12th officer, Mr. W. A. Dehaen, 13th officer, Mr. W. A. Dehaen, 14th officer, Mr. W. A. Dehaen, 15th officer, Mr. W. A. Dehaen, 16th officer, Mr. W. A. Dehaen, 17th officer, Mr. W. A. Dehaen, 18th officer, Mr. W. A. Dehaen, 19th officer, Mr. W. A. Dehaen, 20th officer, Mr. W. A. Dehaen, 21st officer, Mr. W. A. Dehaen, 22nd officer, Mr. W. A. Dehaen, 23rd officer, Mr. W. A. Dehaen, 24th officer, Mr. W. A. Dehaen, 25th officer, Mr. W. A. Dehaen, 26th officer, Mr. W. A. Dehaen, 27th officer, Mr. W. A. Dehaen, 28th officer, Mr. W. A. 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Post Office.

A Mail will close:-

For Canton—Per *Honan*, to-morrow, the 29th instant, at 7.30 A.M.
 For Haiphong—Per *Pronto*, to-morrow, the 29th instant, at 9 A.M.
 For Bangkok—Per *Taichow*, to-morrow, the 29th instant, at 9 A.M.
 For Manila—Per *Rosetta Maru*, to-morrow, the 29th instant, at 11 A.M.
 For Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per *Guthrie*, to-morrow, the 29th instant, at 11 A.M.
 For Manila—Per *Rubi*, to-morrow, the 29th instant, at 11 A.M.
 For Quing Chau Wan, Hoihow, Pakhoi and Haiphong—Per *Ilue*, to-morrow, the 29th instant, at 11 A.M.
 For Macao—Per *Hungshun*, to-morrow, the 29th instant, at 11.15 P.M.
 For Kobe—Per *Chiyoda*, to-morrow, the 29th instant, at 2 P.M.
 For Swatow and Shanghai—Per *Loksang*, to-morrow, the 29th instant, at 3 P.M.
 For Saigon—Per *Hansa*, to-morrow, the 29th instant, at 4 P.M.
 For Hoihow and Haiphong—Per *Matilde*, to-morrow, the 29th instant, at 5 P.M.
 For Canton—Per *Hankow*, to-morrow, the 29th instant, at 5 P.M.
 For Macao—Per *Ariake Maru*, to-morrow, the 29th instant, at 5 P.M.
 For Singapore—Per *Socatra*, on Friday, the 30th instant, at 11 A.M.
 For Nagasaki, Kobe and Yokohama—Per *Kumano Maru*, on Friday, the 30th instant, at 11 A.M.

VESSELS IN PORT.

Steamers.
 BANGKOK, German steamer, 1,237, Ehler, 24th May, Bangkok 16th May, Rice—Chinese.
 GHARTERHOUSE, British steamer, 1,928, H. W. Field, 26th May, Wellington, N.Z. 23rd April, Coal—Government.
 CHILYDRA, British steamer, 1,574, R. Cox, 18th May, Saigon 14th May, Rice—Jardine, Matheson & Co.
 CHINA, American steamer, 3,187, D. E. Friele, 21st May, San Francisco 23rd April, Honolulu 20th Yokohama 19th May, Kobe 14th, Nagasaki 15th, and Shanghai 19th, Mails and General—P. M. S. S. Co.
 CHOWFA, German steamer, 1,055, M. Kahler, 27th May, Bangkok 21st May, Rice and Teak—Butterfield & Swire.
 CROWN OF ARRAGON, British steamer, 1,474, I. G. Doward, 13th May, Saigon 8th May, General—Gilmann & Co.
 EASTERN, British steamer, 3,000, Winthrop Ellis, 25th May, Sydney 3rd May, Brisbane 5th, Townsville and Cairns 8th, Cooktown 9th, Thursday Id. 11th, Port Darwin 14th, Dili (Timor Id.) 16th, and Manila 23rd, General—Gibb, Livingston & Co.
 FRIGGA, Norwegian steamer, 647, Carl Bergh, 26th May, Bangkok 19th May, Rice—Yuen Fat Hong.
 GERMAN, German steamer, 650, Uderup, 12th May, Hoihow 11th May, Rice and Pigs—Jensen & Co.
 GERMANIA, German steamer, 1,715, A. Bendixen, 22nd May, Saigon 18th May, Rice—Jensen & Co.
 GLENFALLOCH, British steamer, 1,434, R. S. Bainbridge, 27th May, Singapore 21st May, General—Chinese.
 GLOUCESTER CITY, British steamer, 1,400, O. J. Nilson, 10th May, Saigon 15th May, Rice and Paddy—Dodwell & Co., Ltd.
 GUTHRIE, British steamer, 1,494, A. E. Dabell, 26th May, Kobe 26th May, General—Gibb, Livingston & Co.
 HANS MENZEL, German steamer, 1,696, Th. Menzinger, 25th May, Saigon 21st May, Rice and Paddy—E. A. Trading Co.
 HANSA, German steamer, 1,250, L. Lorenzen, 22nd May, Hoihow 17th May, Sugar—Sander, Wieler & Co.
 HONGKONG, French steamer, 742, J. Fannier, 16th May, Haiphong 13th May, General—A. R. Marty.
 HUE, French steamer, 705, G. Godinan, 26th May, Haiphong via Pakhoi, Hoihow, and Quong-chow-wan 25th May, Rice and Sugar—A. R. Marty.
 JACOB DIERDRECHSEN, German steamer, 623, Jensen, 22nd May, Menara 15th May, Timber—Master.
 KAIFONG, British steamer, 1,024, G. H. Pennefather, 5th May, Manila 2nd May, General—Butterfield & Swire.
 KEONGWAI, German steamer, 1,114, J. Leus, 24th May, Bangkok 18th May, Rice and Wood—Melchers & Co.
 KUTSANG, British steamer, 1,495, T. W. Selby, 25th May, Saigon 22nd May, Rice—Jardine, Matheson & Co.
 LIOTING, British steamer, 2,122, J. G. Spence, 25th May, Calcutta 8th May, Penang and Singapore 19th, General—David Sassoon & Co., Ltd.
 LOKSANG, British steamer, 670, W. G. Leask, 27th May, Canton 26th May, General—Jardine, Matheson & Co.
 MATILDE, German steamer, 670, S. Witting, 26th May, Haiphong and Hoihow 25th May, General—Yung Chong Lee & Co.
 MICHAEL JEBSEN, German steamer, 710, J. Jensen, 26th May, Haiphong and Hoihow 25th May, Rice and General—Jensen & Co.
 MONKUT, German steamer, 850, G. Gotsche, 22nd May, Bangkok 16th May, Rice and General—Melchers & Co.
 PELUS, British steamer, 480, W. Asquith, 18th May, Singapore 13th May, General—Butterfield & Swire.
 PROGRESS, German steamer, 687, H. Meyer, 25th May, Saigon 23rd May, General—Siam & Co.
 PRONTO, Norwegian steamer, 838, Thomas Seaberg, 26th May, Haiphong and Hoihow 25th May, General—A. R. Marty.
 QUART, German steamer, 1,146, H. Johansson, 18th May, Swatow 17th May, Rice—Tung Kee & Co.
 QUEENSLAND, British steamer, 2,475, R. A. Gray, 18th May, Shanghai 15th May, General—Shewan, Tomes & Co.
 ROBERT DICKINSON, British steamer, 1,331, S. McDonnell, 21st May, Ocksen Island 10th May, Oil—Arnhold, Karberg & Co.
 ROSETTA MARU, Japanese steamer, 2,402, N. Tate, 26th May, Manila 24th May, General—Mitsui Bussan Kaisha.
 RUBI, British steamer, 1,611, R. W. Almond, 26th May, Manila 23rd May, General—Shewan, Tomes & Co.
 SEARPSNO, Norwegian steamer, 1,136, E. Kristiansen, 25th May, Saigon 21st May, Rice—Sander, Wieler & Co.
 SLIPNER, Norwegian steamer, 860, D. Rødseth, 19th May, Raibang (Borneo) 13th May, Timber—Seng Kee & Co.
 TACOMA, American steamer, 1,689, A. Dixon, 21st May, Tacoma via Ports 10th May, General—Dodwell & Co., Ltd.
 TAICHOW, German steamer, 865, C. Schur, 21st May, Bangkok via Koh-sichang 10th May, Rice—Butterfield & Swire.
 TELEMACHUS, British steamer, 1,260, J. Williamson, 21st May, Saigon 17th May, Rice—A. R. Marty.
 TERNATOS, German steamer, 1,778, W. Dine, 18th May, Saigon 14th May, Rice—Jensen & Co.

LYR, Norwegian steamer, 2,751, Borg, 25th May, Moli 19th May, Coals—Mitsui Bussan Kaisha.
 WUHU, British steamer, 1,250, W. Robb, 22nd May, Moli 17th May, Coal—Butterfield & Swire.
 YUENSANG, British steamer, 1,128, P. H. Rolfe, R.N.R. 27th May, Manila 24th May, General—Jardine, Matheson & Co.
 ZAFIRO, American transport, Whitton, 23rd May, Cavite 20th May.

Sailing Vessels.

ALCIDE, British 4-masted bark, 2,204, L. C. Dart, 12th April, Kobe 27th Mar, General—Arnhold, Karberg & Co.
 ANDROMEDA, British ship, 1,762, Fulton, 8th April, New York 25th Oct., Kerosine Oil—Standard Oil Co.
 AUSTRIA, British ship, 2,587, Ewart, 14th May, New York 7th Mar, Case Oil—Standard Oil Co.
 CONET, British sailing-vessel, 3,000, W. G. Davis, 28th April, Kobe 11th April, Ballast—Standard Oil Co.
 FORFARSHIRE, British bark, 1,300, R. Purdy, 28th April, Geraldton (West Australia) 20th Feb., Sandalwood—Jardine, Matheson & Co.
 KHYBER, British ship, 1,926, Henry Rothe, 27th May, New York 4th Jan, Oil—Standard & Co.
 LEICESTER CASTLE, British ship, 2,000, R. D. Peattie, 4th Mar, New York 31st Sept., Case Oil—Standard Oil Co.
 LUCIA, British bark, Andersen, 26th May, Rajang 23rd April, Timber—Sander, Wieler & Co.
 THISTLE, British bark, 1,300, Owen Williams, 12th April, Fremantle, West Australia 7th Feb., Sandalwood—Siemens & Co.

AGENDA.

Gospel Hall.
 6 Arsenal Street, Top Floor,
 Off Queen's Road, East.
 Meetings are held as follows:—
 SUNDAY, Acts 2:42 11 a.m.
 Gospel Address 6 p.m.
 TUESDAY, Soldiers & Sailors Bible Class, 6 p.m.
 THURSDAY, General Bible Class 6 p.m.
 SATURDAY, Prayer Meeting 6 p.m.
 A hearty welcome given to all.

TO-DAY.

WEATHER REPORT.
 On date at 4 p.m. On date at 4 p.m.
 Temperature 29.82 29.74
 Humidity 77 75
 Rainfall 1.55

SHIPPING AND MAIL NEWS.

MAILS DUE.
 German (*Hamburg*) to-morrow.
 American (*Doric*) 30th inst.
 Indian (*Kumsang*) 30th inst.
 French (*Annam*) 2nd prox.
 Australian (*Chingtu*) 2nd prox.
 American (*Nippon Maru*) 8th prox.
 American (*Peru*) 15th prox.
 American (*Coptic*) 25th prox.

The B. & S. Co.'s steamer *Alcous* left Singapore on the 27th inst., and is expected here on the 1st prox.

The C. N. Co.'s steamer *Pakhoi* left Hoihow on the 26th inst., for this port and is due here on the 31st inst., at daylight.

The C. N. Co.'s steamer *Changsha* left Kobe on the 27th inst., for this port and is due here on the 2nd prox., at daylight.

The Imperial German Mail steamer *König Albert* which left here on the 30th ult., arrived at Genoa on Tuesday p.m., the 27th inst.

The N. Y. K. Co.'s steamer *Hitachi Maru* (European Line) left Shanghai for this port on the 27th inst., and is expected to arrive here on the 29th inst.

The P. M. S. S. Co.'s steamer *Coptic* with mails &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 27th inst.

The P. M. S. S. Co.'s steamer *Nippon Maru* with mails &c., from San Francisco to the 9th inst., via Honolulu, has arrived at Yokohama, and leaves for this port via Inland Sea, Kobe, Nagasaki and Manila, on the 30th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.
Shranstad at Kowloon Dock.
Nanchang " "
Tacoma " "
Kiangtung " "
Kaifong " "
Isla de Cuba " "
Hongkong " "
Fatshan " Cosmopolitan

PASSED THE CANAL.
 Outward—25th April—*Hermion*, 2nd May
Trieste, 10th May
Manchuria, 10th May
Rep. Athol, 10th May
Erica, 10th May
Glenelg, 10th May
Sam-Sam, 10th May
Anger, 10th May
Alcous, 10th May
Idomenus, 10th May
Neptun, 10th May
Queen, 10th May
Clintina, 10th May
Matin, 10th May
Seneca, 10th May
Prins Heinrich, 10th May
Devenue, 10th May
Bingo Maru, 10th May
Opaka, 10th May
Pravetius, 10th May
Andria, 10th May

Homeward—6th May—*Hakata Maru*, 9th May
Kawachi Maru, 10th May
Ceylan, 10th May
Awa Maru, 10th May
Kong Albert, 10th May

Arrivals at Home—2nd May—*Baku*, 10th May
Standard, 10th May
Tyden, 10th May
Ernest, 10th May
Silvina, 10th May
Lowther Castle, 10th May
Bayern, 10th May
Alena, 10th May
Stuttgart, 10th May
Malta, 10th May
Nil, 10th May

EXORANGE.
 Hongkong, 28th May.
 On LONDON, Telegraphic Transfer, 1/82
 Bank Bills, on demand 1/18 1/16
 Credits, 4 months' sight 1/18 1/16
 U'ments, 4 months' sight 1/18 1/16
 ON BERLIN, (demand) 1/12 1/12
 ON PARIS, Bank Bills, on demand 1/23
 Credits, 4 months' sight 1/23
 ON NEW YORK, Bank Bills, on demand 1/17
 Credits, 30 days' sight 1/17
 ON BOMBAY, Telegraphic Transfer, 1/12
 On demand, 1/12
 ON SHANGHAI, Telegraphic Transfer, 1/12
 Private, 30 days' sight 1/12
 ON YOKOHAMA, T.V. 1/12
 Standard, 1/12
 3 months' sight 1/12
 6 months' sight 1/12
 9 months' sight 1/12
 12 months' sight 1/12
 Gold Leaf 100 to 100 1/2
 Silver 100 to 100 1/2
 Dollars 100 to 100 1/2

VISITORS AT THE HONGKONG HOTEL.

Anderson, Capt. and Katsch, E. A.
 Mrs. Kennedy, Dr. H.
 Andrews, D. W.
 Bailey, W. S.
 Baker, J. R.
 Barlow, B. J.
 Barlow, F. C.
 Bartlett, Comdr. and
 Mrs. C. W.
 Bell, J. T.
 Bennett, J. V.
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 Bonner, E. A.
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 Bovet, Mr.
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 Brown, J. W.
 Brown, R. J.
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 Colson, J. S.
 Cowdell, H. S.
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 Drysdale, A. H.
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 Edwards, T.
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 Einmann, W.
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 Evans, F. H.
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 Libeaud, E. V.
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 McMillan, A. C.
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 Ross, Alexander
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 Murray
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 Sinclair, A.
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 Helms, T.
 Keith, Mr. and Mrs.
 Marshall, Mr. & Mrs.
 Mitchell, J. H.
 Riley, F.
 Russell, J. W.
 Ross, S. B. C.
 Stansbury, Lieut. and
 Mrs. and child
 Tuttle, J. R.
 Wheeler, Mr. and Mrs.
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 Cairns, Master
 Crockett, Mrs.
 Crockett, Miss
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 PATNA—High Nos. @ \$88 1/2
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 BENARES @ 88 1/2
 MALWA—New @ \$910
 " Old @ 990/1000
 PERSIAN—Best @ 570
 " Low @ 350/60

CHINA COAST METEOROLOGICAL REGISTER.

May 27th, 1902, p.m.

STATION	HOUR	BAROMETER	TEMPERATURE	HUMIDITY	DIRECTION	FORCE	WEATHER
Wladivostok	2 p.m.	30.02	54	—	NE	3	c
Tokio	"	29.91	—	—	SE	8	—
Kochi	"	29.83	—	—	SE	8	—
Nagasaki	"	29.83	—	—	SE	8	—
Kagoshima	1 p.m.	29.83	—	—	NW	4	—
Taihu	"	29.80	—	—	NW	4	—
Koshu	"	29.80	—	—	NW	4	—
Pescadore	"	29.80	—	—	NW	4	—
Gutzlaff	3 p.m.	29.78	75	88	NE	1	f
Shanghai	4 p.m.	29.77	80	87	SE	2	f
Amoy	4 p.m.	29.77	80	87	SE	2	f
Swatow	3 p.m.	29.69	88	80	SW	2	c
Hongkong	4 p.m.	29.73	84	80	SSW	1	ot
Victoria Peak	"	29.72	84	80	SW	4	c
Gap Rock	"	29.72	84	80	SW	4	c
Haiphong	1 p.m.	29.84	85	72	WSW	2	c
Manila	3 p.m.	29.84	85	72	WSW	2	c
Bacolod	"	29.84	85	72	WSW	2	c
Iloilo	"	29.84	85	72	WSW	2	c
Cebu	"	29.84	85	72	WSW	2	c
C. St. James	"	29.84	85	72	WSW	2	c

May 28th, 1902, a.m.

Wladivostok	7 a.m.	30.00	43	99	W	1	o
Tokio	6 a.m.	30.25	—	—	NE	4	—
Kochi	"	29.95	—	—	NE	4	—
Nagasaki	"	29.87	—	—	SE	0	—
Kagoshima	"	29.87	—	—	SE	0	—
Taihu	5 a.m.	29.81	—	—	—	0	—
Taipei	"	29.78	—	—	—	0	—
Tainan	"	29.80	—	—	SE	2	—
Koshu	"	29.80	—	—	SW	2	—
Pescadore	"	29.80	—	—	SW	2	—
Gutzlaff	9 a.m.	29.77	68	100	ESE	3	d
Sharp Peak	"	29.72	74	90	—	—	o
Amoy	6.30 a.m.	29.76	80	87	SE	1	cm
Swatow	9 a.m.	29.76	80	87	SE	1	cm
Canton	"	29.76	80	87	SE	1	cm
Hongkong	10 a.m.	29.82	77	98	E	2	ort
Victoria Peak	"	29.82	77	98	S	3	—
Gap Rack	"	29.81	81	—	—	—	—
Macao	"	29.81	81	—	SSW	1	o
Haiiphong	7 a.m.	29.81	81	—	—	—	—
Manila	10 a.m.	29.88	91	61	W	1	—
Malate	9 a.m.	29.88	91	61	W	2	o
Baguio	"	29.88	91	61	W	2	c
Iloilo	"	29.93	85	—	—	0	b
Cebu	"	29.92	87	—	NE	2	c
St. James	7 a.m.	29.92	87	—	NE	2	c

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